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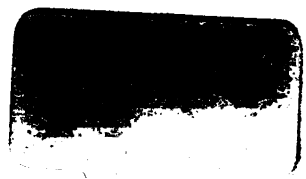
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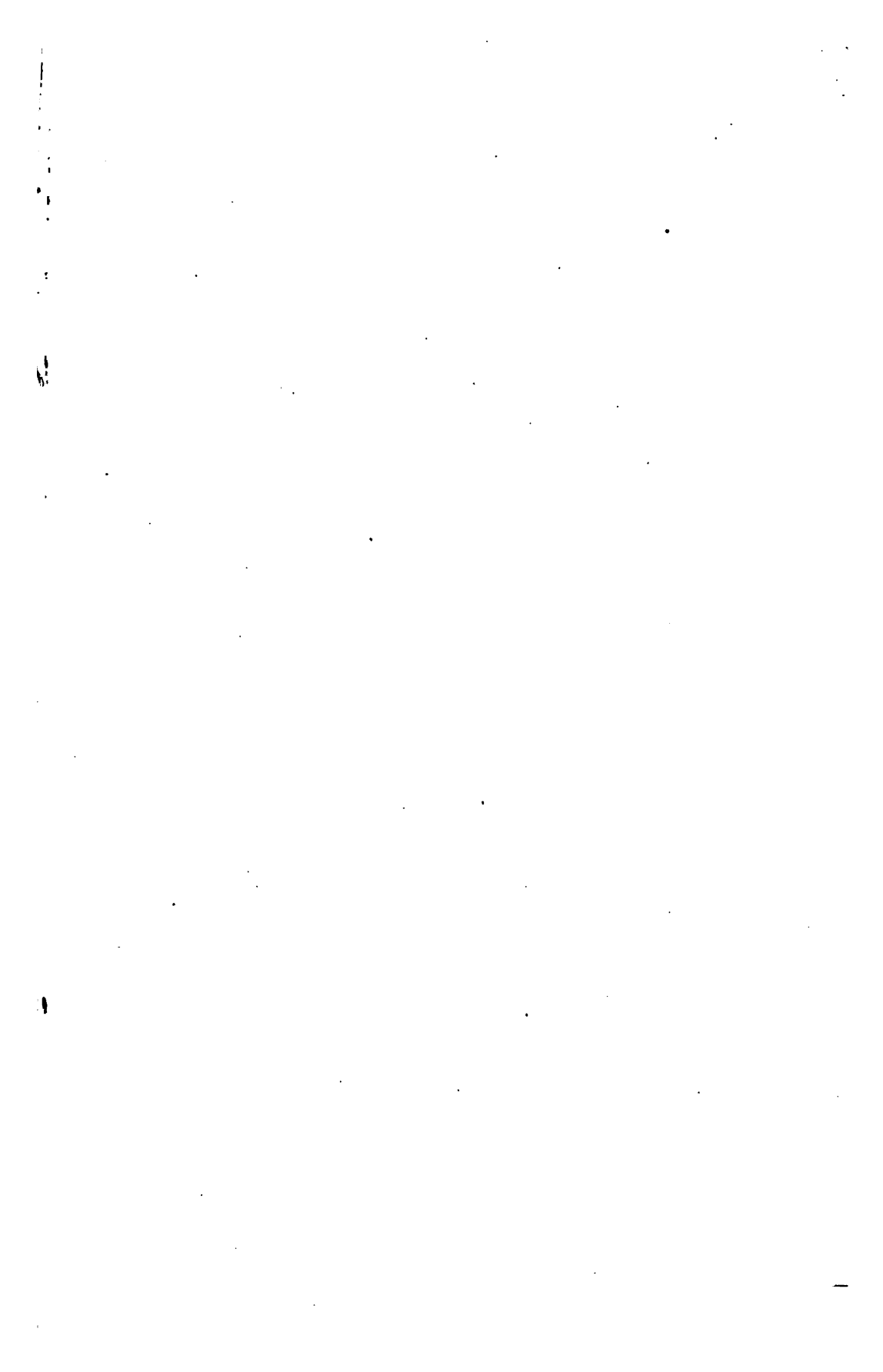
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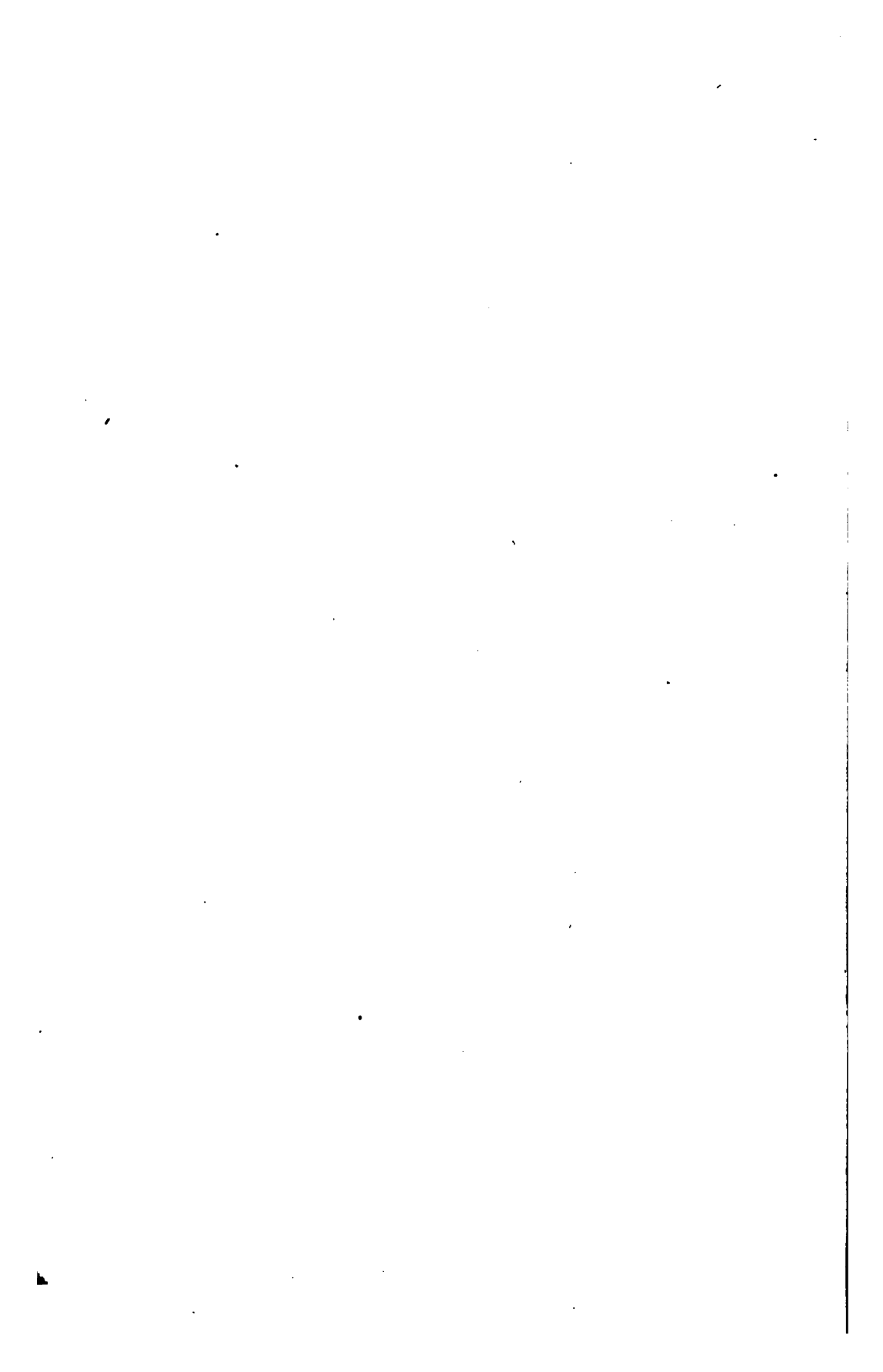
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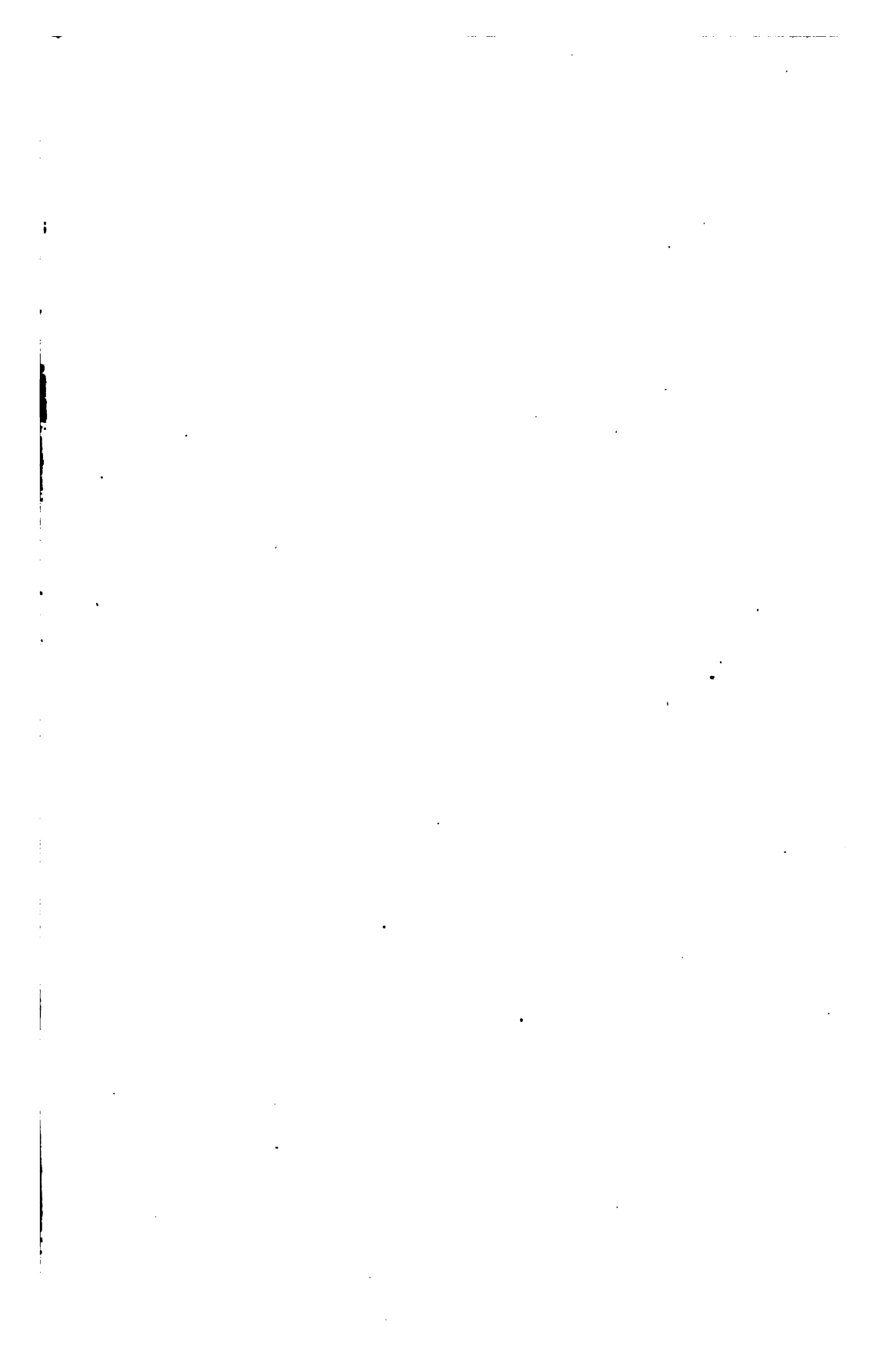
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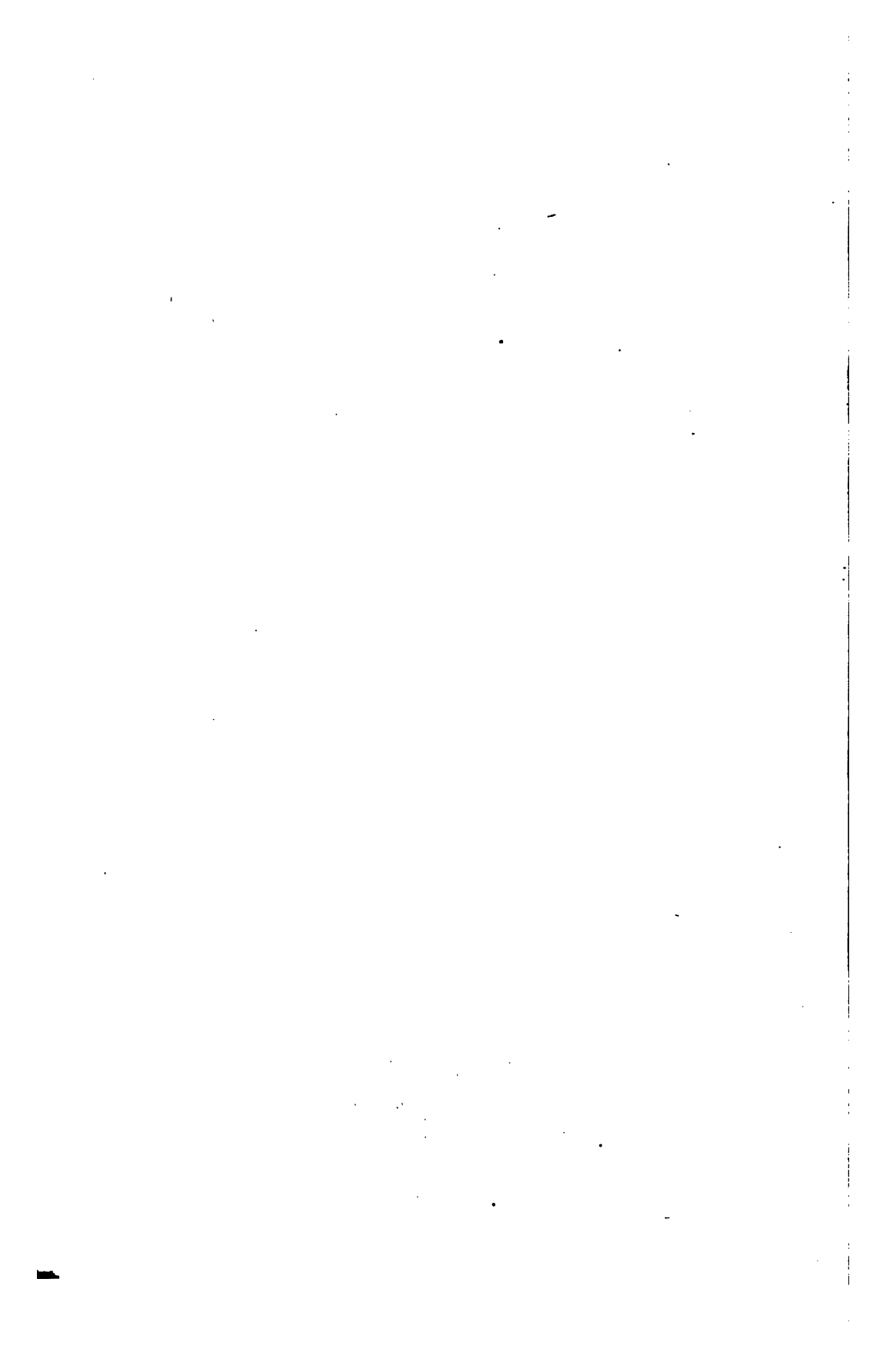
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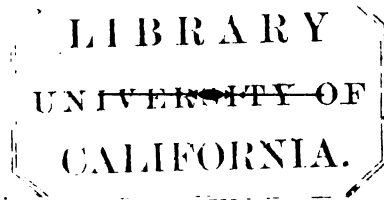






REPORT
OF THE
POSTMASTER-GENERAL
OF THE
UNITED STATES;
BEING PART OF
THE MESSAGE AND DOCUMENTS
COMMUNICATED TO THE
TWO HOUSES OF CONGRESS

AT THE
BEGINNING OF THE SECOND SESSION OF THE FORTY-FOURTH CONGRESS.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1876.

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1875/6

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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 27, 1876.

SIR: The expenditures of this Department during the fiscal year ended June 30, 1876, were..... \$33,263,487 58

The revenues were as follows :

Ordinary receipts	\$28,453,426 66
Receipts from money-order business..	190,770 84
Amount received from the general	
Treasury as sums appropriated to	
steamship-lines	537,500 00
	29,181,697 50

Excess of expenditures over receipts.....	4,081,790 08
---	--------------

Included in the above statement of expenditures is the sum of \$467,301.42 paid on liabilities incurred in previous fiscal years and not properly chargeable to the expenditures of the last fiscal year. Deducting this sum from the aggregate amount, the actual expenditures for the year were \$32,796,186.16.

The expenditures and receipts of the Department, therefore, on account of and appertaining to the business of the last fiscal year (excluding expenditures on account of previous years) are as follows, to wit :

Expenditures	\$32,796,186 16
Receipts, ordinary and from money-order business.....	28,644,197 50

Leaving an excess of expenditures over and above departmental receipts of.....	4,151,988 66
--	--------------

The expenditures during the fiscal year were \$523,196.21 more than those of the preceding year, and \$3,700,546.42 less than the estimates therefor.

The ordinary receipts for the year were \$1,782,208.16 (or 6.26 per cent.) more than those of the preceding year, and \$33,541.50 (or 0.11 per cent.) more than the estimates therefor.

The expenditures and receipts by fiscal quarters, and the increase or decrease therein as compared with the corresponding quarters of 1873-'74 and 1874-'75, are shown by Table 4 which accompanies the report of the Third Assistant Postmaster-General.

IV

REPORT OF THE POSTMASTER-GENERAL.

There was drawn from the Treasury during the fiscal year on appropriations—

For steamship service to Japan and China.....	\$500,000 00
For steamship service to Brazil.....	37,500 00
To supply deficiencies in the revenues for the year ended June 30, 1876.....	4,000,000 00
To meet deficiencies of previous fiscal years.....	551,029 23
In pursuance of act of Congress (private, No. 12) of June 23, 1876.....	53 80
Total.....	5,088,583 03

The estimated expenditures for the fiscal year ending June 30, 1878, are. \$36,723,432 43

The ordinary revenues are estimated at 7 per cent. over the past fiscal year, making.....	\$30,445,165 00
Estimated revenue from money-order business.....	200,000 00

**Total estimated revenue for the fiscal year ending
June 30, 1878..... 30,645,165 00**

Estimated excess of expenditures to be appropriated out of the general
Treasury as a deficiency 6,078,267 43

Of the appropriations for deficiencies there were unexpended on June 30, 1875, the following amounts:

For fiscal year ended June 30, 1871.....	\$14,146 38
For fiscal year ended June 30, 1872.....	3,393 98
For fiscal year ended June 30, 1873.....	680,830 11
For fiscal year ended June 30, 1874.....	1,006,574 51
For fiscal year ended June 30, 1875.....	1,097,842 00
	2,802,786 98
Amount appropriated for fiscal year of 1875-'76.....	6,852,705 00
Total.....	9,655,491 98

During the past fiscal year the following amounts were drawn on account of payments for previous fiscal years, viz:

For fiscal year of 1870-'71.....	\$14,146 38
For fiscal year of 1871-'72.....	3,393 98
For fiscal year of 1874-'75.....	533,488 87
For fiscal year of 1875-'76.....	4,000,000 00
A total of.....	4,551,029 23

Amount of deficiency appropriations undrawn and available for payments of indebtedness to June 30, 1876..... \$5,104,462 75

Against the above sum there are chargeable the following unsettled accounts, estimated:

Balance due foreign countries.....	\$12,000 00
Mail-service under contract, or recognized, not yet reported for payment.....	989,069 50
Mail-service unrecognized.....	353,024 85
Total.....	1,354,094 35

Leaving after settlement of all liabilities to June 30, 1876, a net balance on deficiency appropriations of 3,750,368 40

REPORT OF THE POSTMASTER-GENERAL.

V

POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS ISSUED.

The number of ordinary postage-stamps issued during the past fiscal year was 698,799,090, valued at.....	\$18,773,454 00
Newspaper and periodical stamps, 1,290,347.....	945,254 75
Stamped envelopes, plain, 82,467,000.....	2,280,318 74
Stamped envelopes, request, 64,554,500.....	2,079,578 30
Newspaper-wrappers, 18,498,750.....	273,723 50
Postal cards, 150,815,000.....	1,508,150 00
Official postage-stamps, 17,682,665.....	663,831 50
Official stamped envelopes and wrappers, 15,690,155.....	429,110 93
Aggregating 1,049,797,507.....	26,953,421 72

The following table shows the increase in stamps of all kinds, stamped envelopes, newspaper-wrappers, and postal cards over the previous year:

Description.	Fiscal year ended June 30, 1876.	Fiscal year ended June 30, 1875.	Increase.	
			Value.	Per cent.
Ordinary postage-stamps.....	\$18,773,454 00	\$18,271,479 00	\$501,975 00	2.74
Stamped envelopes, plain.....	2,280,318 74	2,046,111 35	234,207 39	11.44
Stamped envelopes, request.....	2,079,578 30	1,791,686 25	287,892 05	18.06
Newspaper-wrappers.....	273,723 50	286,679 74	*12,956 24	*4.50
Newspaper and periodical stamps.....	945,254 75	815,902 47	129,352 28	15.85
Postal cards.....	1,508,150 00	1,076,160 00	431,990 00	40.14
Total, after deducting for decrease in item of newspaper-wrappers.....			1,572,460 48	6.47
Official stamps, and stamped envelopes and wrappers.....	1,092,942 43	1,189,492 43		
Deduct for decrease in last item.....			86,550 00	8.11
Aggregate.....	26,953,421 72	25,477,511 24	1,475,910 48	5.79

* Decrease.

During the past fiscal year there has been a loss of seven packages of stamps, stamped envelopes, and postal cards, of the aggregate value of only \$147.45.

The amount of postage collected during the year, under the act of Congress approved June 23, 1874, (which took effect January 1, 1875,) on newspaper and periodical publications mailed to regular subscribers or news agencies from known offices of publication, commonly known as second-class matter, was \$1,014,154.27, derived from 39,444,599 pounds of matter at 2 cents per pound, and 7,508,743 pounds at 3 cents per pound. The amount collected during the six months ending June 30, 1875, was \$486,443.49. The increase is therefore at the rate of \$41,267.29, or 4.24 per cent. per annum.

The operations of the Dead-Letter Office are fully stated in the report of the Third Assistant Postmaster-General, and tables Nos. 10, 11, and 12, appended thereto. This business may be briefly summarized as follows: Total number of letters received during the year, 3,542,494, an average of 11,540 for each working day, and classified thus: ordinary mail letters, 2,355,194; local or drop, 445,000; of domestic origin returned from foreign countries, 108,632; foreign origin, 195,800; returned to post-offices by proprietors of hotels, 45,136; held for postage, 307,559;

misdirected, 69,797; ship, 2,884; without address, 6,945; and 5,547 registered letters. They are further classified according to their contents as follows: 25,740 contained \$41,447.17 in money; 12,043 contained commercial paper to the value of \$1,754,648.31; 846 contained deeds, mortgages, leases, railroad and other passage tickets, pension certificates, and bank-books; 37,054 contained postage-stamps; 31,318 contained photographs; 20,367 contained jewelry, clothing, books, chromos, music, merchandise, &c.; 25,788 contained receipts, bills of lading, affidavits, abstracts of title, paid notes, and canceled obligations of all sorts.

The whole number of registered letters received, including 201 from last fiscal year, was 5,748, of which 5,422 were delivered. The amount of money taken from letters which could not be restored to the owners was \$6,052.53. Amount realized from sale of Dead-Letter Office property at auction, \$2,853.17.

CONTRACTS.

There were in the service of the Department on the 30th of June, 1876, 6,126 contractors for the transportation of the mails on public routes.

There were at the close of the year 1,718 special offices, each with a mail-carrier whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail-routes in operation there were 9,003, (of which 912 were railroad, being an increase of 41 routes of this class over the previous year,) aggregating in length 281,798 miles; in annual transportation, 136,269,708 miles; in annual cost, \$15,201,140. Adding the compensation of railway-post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$3,159,908, the aggregate annual cost will be \$18,361,048.

The service was divided as follows:

Railroad-routes: length, 72,348 miles; annual transportation, 77,741,172 miles; annual cost, \$9,543,134—about 12.27 cents per mile.

Steamboat-routes: length, 14,883 miles; annual transportation, 3,704,533 miles; annual cost, \$606,465—about 16.37 cents per mile.

Other routes, upon which the mails are required to be conveyed with "celerity, certainty, and security:" length, 194,567 miles; annual transportation, 54,824,003 miles; annual cost, \$5,051,541—about 9.21 cents per mile.

There was an increase over the preceding year in length of routes of 3,925 miles; in annual transportation, of 2,447,492 miles; and a decrease in cost of \$152,229. Adding the increased cost for railway-post-office clerks, route, local, and other agents, \$228,107, the total increase in cost was \$75,878.

The railroad routes have been increased in length 2,265 miles, and in cost \$326,616, against an increase last year of 2,349 miles in length, and \$626,855 in cost.

RE-ADJUSTMENT OF PAY ON RAILROAD ROUTES.

Returns showing the weight of mails and other particulars respecting the service performed on railroad routes in States in which a new contract term commenced on the 1st of July, 1876, as well as in other States and Territories, are given in tables E and F in the appendix.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors, and deductions made from their pay for failures and other delinquencies, for the year was \$122,563.15, and the amount remitted during the same period was \$13,085.49, leaving the net amount of fines and deductions \$109,477.66.

MAIL BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags and mail-catchers, and of mail locks and keys purchased under contracts during the last fiscal year. The total number of mail-bags purchased and put into service was 103,794, of which 80,980 were for the transmission of printed and third-class matter, and 22,814 were chiefly for the transmission of letters or first-class matter. The total cost of mail-bags and mail-catchers, including repairs, labels, &c., amounted to \$208,847.49.

Compared with the preceding year, there was an increase of 23,744 mail-bags and 650 mail-catchers, and of \$21,699.41 in the total cost of mail-bags and mail-catchers, during the last fiscal year; such increase being occasioned by expanded mail facilities. The total cost of mail locks and keys was \$16,720.95. The total cost during the preceding year was \$31,840.

An entire re-organization of the system of repairing mail-bags was effected during the last year, which has resulted in a very great reduction of that item of expense. During the preceding year, under the old system which had prevailed for many years, and under which all repairs were made on special contracts with persons outside of the Department, the cost thereof was \$92,419.95. For the last fiscal year, during which the repairs were all made by persons directly employed at annual salaries in the several post-offices which are mail-bag depositories, the expense was reduced to \$30,161.92—a saving of \$62,258.03.

MAIL-DEPREDACTIONS.

During the year ended June 30, 1876, 291 persons were arrested for violations of the postal laws and regulations, and given in charge to the United States authorities for trial, with the following results, viz:

Convicted	127
Acquitted	11
Otherwise disposed of	48
Awaiting trial	105
Total	291

In addition to the above, 148 persons were arrested charged with similar offenses, but as there were circumstances connected with said arrests which made the parties amenable to State laws, it was deemed better to hand them over to the State authorities. These, added to the number held for trial in United States courts, aggregate 439 persons arrested during the year. Of this number, only 151 were employes of the Post-Office Department; and when it is considered that United States mails are transported annually over 136,000,000 miles of mail-routes, and are handled by 50,000 persons, this exhibit will be considered very satisfactory.

The number of recorded complaints during the year is 6,640, involving the loss or rifling of 6,726 letters, aggregating in value, in money, bonds, drafts, &c., \$146,028.29, of which 2,155 were registered, valued at \$25,829.69, and 4,571 unregistered, valued at \$130,198.60. Of the 1,597 registered letters reported missing, 833 were satisfactorily accounted for, and 764, valued at \$16,794.16, are reported as actually lost.

Of the 764 lost, 196, valued at \$4,295.74, were made good; and of the 558 registered letters reported rifled of contents, valued at \$9,478.08, the contents of 77, aggregating in value \$1,861.04, were recovered and restored to the owners. Cases numbering 382 remain in the hands of the special agents under investigation.

The whole number of letters registered throughout the United States during the year ended June 30, 1876, was 4,007,817, while this exhibit shows an actual loss of only 1,049, about $\frac{2\frac{6}{1000}}{10000}$ of 1 per cent., or $2\frac{3}{4}$ for every 10,000 registered letters mailed.

RAILWAY-POST-OFFICE LINES.

A tabular statement hereto appended shows that the number of railway-post-office lines in operation on the 30th of June, 1876, was 63, extending over 17,713 miles of railroad routes; an increase of 1 line and of 781 miles compared with the preceding year.

The number of clerks employed was 1,042, at an annual cost of \$1,278,340; an increase of 141 clerks and \$155,700. Upon 14,591 miles the service is performed daily, and upon 3,122 miles twice daily, equivalent in all to 20,835 miles each way daily.

Counting all the lines both ways, the aggregate service is 41,671 miles daily.

POST-ROUTE MAPS.

During the year new post-route maps have been prepared and published of the States of Florida, Kansas, Nebraska, Alabama, Mississippi, and Minnesota. New editions of the various maps previously issued, embracing all the northern and middle States, and some others, have also been issued for the use of the officers and clerks of the Department, as well as to supply the requirements of postmasters, special agents, and the railway mail-service, in properly distributing the mails.

Drawings for maps of the States of Georgia, Arkansas and the In-

dian Territory, Kentucky, Tennessee, and of the greater number of the Territories, were in course of preparation with a view to bringing out engraved or lithographed prints of them during the present fiscal year, only a few of these maps in manuscript being hitherto in existence; but the failure to receive adequate appropriations for this purpose, and the consequent reduction of the force of draughtsmen and clerks, has made it necessary to lay aside almost entirely this desirable work. In the estimates herewith submitted, I have included the amount required for the resumption of this work.

FOREIGN MAILS.

The Postal Union treaty, which went into operation at the commencement of the fiscal year, has greatly simplified the operations of our postal exchanges with European countries; as, under its provisions, each country retains to its exclusive use all the postages which it collects. All postage-accounts on the direct correspondence reciprocally exchanged between Postal Union countries have been discontinued, and therefore no record has been kept of the number of letters exchanged, or the amounts of postage thereon, as was the practice under the separate postal arrangements previously in force. The weights, only, of the letter and printed-matter mails dispatched to Postal Union countries have been accurately taken, for the purpose of making payments for the intermediate sea and inland transit charges thereon; which charges are, by the provisions of the treaty, defrayed by the post department of the country dispatching the mails.

The total weights of the mails dispatched from the United States to Postal Union countries during the year were as follows: Letters, 95,984,186 grams, equal to 3,386,103 ounces; printed matter and samples, 366,552,486 grams, equal to 12,935,398 ounces—being an increased weight over 1875 of 155,063 ounces of letters and 1,727,567 ounces of printed matter and samples. A statement is appended of the weight of mails dispatched to each Postal Union country.

The reduced rates of transatlantic sea-postage of 6 francs 50 centimes per kilogram of letters and 50 centimes per kilogram of other mail-matter, established by the General Postal Union treaty, have been allowed and paid, at their current gold value, to the respective steamship lines transporting our mails to Europe, with the exception of the American line from Philadelphia to Liverpool, which has received a compensation in excess of the sea-postages, fixed by special agreement, at \$3.25 per kilogram of letters and 10 cents per kilogram of other mail matter.

The cost of the United States transatlantic mail-steamship service for the year 1876 was \$172,343.09, being a reduction of \$55,755.16 from the cost of the same service for the year 1875. The payments made to the respective steamship lines carrying mails to Europe were as follows:

The Cunard line, for 51 trips from New York and 51 trips from Boston to Queenstown and Liverpool.....	\$43,627 79
---	-------------

The Hamburg-American Packet Company, for 39 trips from New York and 14 trips from Philadelphia to Plymouth, Cherbourg, and Hamburg.....	\$38,863 31
The North German Lloyd of Bremen, for 53 trips from New York and 21 trips from Baltimore to Southampton and Bremen.....	28,680 51
The Liverpool and Great Western, (Williams & Guion,) for 39 trips from New York to Queenstown and Liverpool.....	24,874 85
The White Star line, for 33 trips from New York to Queenstown and Liverpool.....	17,089 72
The Inman line, for 19 trips from New York to Queenstown and Liverpool..	9,281 27
The Canadian line, for 53 trips to Liverpool.....	3,603 05
The Anchor line, for 51 trips from New York to Glasgow.....	2,246 72
The General Transatlantic Steamship Company, for conveying mails from New York to Havre.....	2,076 90
American Steamship Company, for 46 trips from Philadelphia to Queens- town.....	1,996 05
The Netherlands Steam Navigation Company, for 5 trips from New York to Rotterdam.....	2 92
Total.....	172,343 09

The payments made to the respective transatlantic lines, on account of transportation of the British and French closed mails from New York to Europe, were as follows:

To the Liverpool and Great Western Steamship Company.....	\$1,502 80
To the Cunard line.....	2,953 52
To the White Star line.....	54 42
To the Hamburg-American Packet Company.....	517 20
To the North German Lloyd of Bremen.....	499 88
To the Eagle line.....	5,409 57
To the Inman line.....	1,314 99
To the Snow & Burgess line.....	63 98
Total.....	12,316 36

The United States postages on mails conveyed to and from the West Indies, Panama, Central America, Brazil, Mexico, Bermuda, Nova Scotia, New Granada, Venezuela, and Honolulu, at the reduced rates established from July 1, 1875, amounted to \$119,617.68, and the cost of the sea conveyance thereof was \$45,436.79.

The United States postages on mails exchanged with Japan and China, by means of the subsidized line of direct mail steamers, amounted to \$18,679.36.

The total cost of the United States ocean mail-steamship service for the year 1876 (including \$537,500 paid from special appropriation for steamship service to Japan and China and to Brazil) was \$755,279.88, being a reduction of \$231,356.78 from the cost of the same service for the year 1875.

The contract with the Pacific Mail Steamship Company, authorized by acts of Congress approved February 17, 1865, and February 18, 1867, for the conveyance of a monthly mail from San Francisco to Japan and China, will expire by limitation on the 31st of December, 1876, and, in the absence of special legislation by Congress authorizing a continuance

of the mail-service on this important route at a higher rate of compensation, the provisions of the general law, limiting the compensation to be allowed for the transportation of the mails by sea to the amount of postages on the mails conveyed, will become applicable to any steamship service which may be performed on this route on and after January 1, 1877.

It is but just to say that the contractors for this service, notwithstanding serious embarrassments and difficulties, have transported the mails throughout the contract-term of ten years with uninterrupted regularity, and in a manner entirely satisfactory to the Department. The steamships employed in the service were built in the United States, and are first-class in all respects. They constitute, at present, the only American ocean-steamship line, except that now performing weekly trips between Philadelphia and Liverpool; all other transatlantic and Pacific mail-service being performed by steamships sailing under the flags of other nations.

The additional monthly mail service to Japan and China by the Occidental and Oriental line of steamers, (an English line,) for the compensation of the sea-postages, referred to in the last annual report, was abandoned by the owners of said line, who refused to transport the mails on these terms. The Department has also been unable to secure any regular direct mail communication with Brazil for the compensation of the sea-postages.

The general postal union treaty concluded at Berne, October 9, 1874, has been in operation since July 1, 1875, with the most satisfactory results. Our people have enjoyed the advantages of the cheap and uniform postage-rates which have been established to all parts of the civilized world, and the Post-Office Department has also been financially benefited by the greater simplicity of postal operations under its provisions, as well as by the entire suppression of postage accounts on the postal union correspondence. The territory of the union has been greatly enlarged by the accession, from the 1st of July, 1876, of British India, (comprising Hindostan, British Burmah, and Aden,) and the French colonies in America, Africa, Asia, and Oceanica, under an arrangement fixing the conditions of their adhesion to the stipulations of the treaty, signed at Berne, the 27th January, 1876, by delegates of the several postal administrations interested in their admission, a copy of which is appended. British India and the French colonies having been admitted subject to an additional charge of 25 francs per kilogram of letters, and 1 franc per kilogram of printed matter and samples, to cover the expenses of sea-transportation beyond the limits of the postal union as originally formed by the Berne treaty, it was necessary to fix the rates of postage to British India and the French colonies at double the ordinary postal-union rates.

Montenegro, Gibraltar, (as subordinate to the postal administration of Great Britain,) and the islands of Gozzo, Comino, and Cominotto, as

dependencies of Malta, have also been embraced in the postal union on the terms of the original treaty.

Propositions have been formally submitted by the international bureau at Berne to the vote of the postal administrations of the union, for the admission into the union, from the 1st of April next, of all the Spanish and Dutch colonies, and certain of the British colonies, as follows :

1st. To admit into the General Postal Union, from April 1, 1877, upon the same conditions as the French colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne, 27th January, 1876, all of the Spanish colonies and the Dutch colonies, as well as the British colonies of Ceylon, the establishments of Detroit, (Straits Settlements,) Labuan, Trinidad, and British Guiana.

2d. To admit also into the union, from April 1, 1877, and upon the same conditions as the above-mentioned colonies under No. 1 above, the British colonies of the Bermuda Islands and Jamaica, but with the reservation, specially concerning the postal relations between the United States and these two colonies, that the maritime rate of francs 6.50 per kilogram of letters shall replace that of 25 francs, applicable to the relations of all the other union countries with the Bermuda Islands and Jamaica.

This Department has given its assent to the admission of all these colonies into the postal union at the date named, on condition that the reservation made to the admission of the Bermudas and Jamaica, in No. 2 above, be also applied to Cuba, Porto Rico, Curaçoa, and other Spanish and Dutch colonies in the West Indies.

Applications have also been made for the admission into the postal union of the empire of Brazil, Canada, Newfoundland, the Sandwich Islands, Japan, and the British colony of Hong-Kong, but no agreement has been reached in regard to the conditions of their admission.

Many questions relating to the proper construction to be given to provisions of the treaty, and detailed regulations, have been submitted through the international office at Berne for the opinions of the respective postal administrations, and modifications of the provisions thereof have been proposed through the international office, but in the majority of cases they have failed to receive a uniform interpretation or the unanimous vote of the postal administrations required for their adoption, and their consideration has therefore been postponed to the next postal congress, which has been adjourned to meet at Paris in the spring of 1878. The only propositions for changes submitted through the international office which have obtained the unanimous adhesion of all the postal union administrations were as follows :

Article XVIII of the Regulations for the execution of the Berne treaty, relating to statistics of transit, has been modified in certain of its stipulations by adopting a proposition of the postal administration of Germany, formulated as follows :

1st. The statistics from the 1st to 7th August, 1875, shall serve as basis for the accounts from 1st July to 31st December, 1875.

2d. The annual statistics fixed for the 1st December shall not be made in 1875.

3d. The subsequent statements shall be taken from the 1st to 7th June, 1876, and from the 1st to 7th December, 1876.

The results of these statements shall be valid from the 1st of January.

An additional provision, formulated as follows, has also been adopted by a unanimous vote of the postal union administrations :

The territorial transit expenses within the district of the union, of the mails destined for or coming from countries beyond the sea, foreign to the union, shall be calculated according to the statement of weight serving to establish the maritime transit expenses of such mails.

A postal convention has been concluded with the colony of Queensland, Australia, establishing an exchange of correspondence with that colony by means of the colonial contract mail-packets, plying between San Francisco and the colonies. This convention, a copy of which is appended, was carried into operation the 1st of January, 1876.

An additional postal agreement with the empire of Japan, modifying the provisions of the postal convention with that country, and reducing postage rates to the basis established with the postal-union countries was concluded on the 8th of February, and carried into operation on the 1st of April, 1876. A copy is appended.

A postal convention has been concluded with the British colony of Bermuda on the basis of postal-union rates. This convention, a copy of which is annexed, was carried into operation on the 1st of October, 1876.

An additional agreement has been concluded with Newfoundland, reducing the single prepaid letter-rate of postage between the United States and that colony to 5 cents; a copy of which is appended.

Negotiations are also pending for postal conventions with Peru, Victoria, and Chili. That with Chili has been formally executed with the Chilean minister, at Washington, and sent to Santiago for ratification by the Chilean government. It will be carried into operation on the 1st of January next, should the notice of its ratification be received previous to that date.

APPOINTMENTS.

The report of the appointment-office shows the following :

Number of post-offices established during the year	1, 993
Number discontinued.....	1, 157
Increase	836
Number in operation June 30, 1875	35, 547
Number in operation June 30, 1876	36, 383
Number filled by appointments of the President.....	1, 568
Number filled by appointments of the Postmaster-General.....	34, 815

Appointments were made during the year—

On resignations and commissions expired	5, 140
On removals	1, 045
On changes of names and sites.....	251
On deaths of postmasters.....	333
On establishment of new offices.....	1, 993
<hr/>	
Total appointments	8, 762
Number of cases acted on during the year	10, 114

The number and aggregate compensation of special agents, route agents, mail-route messengers, railway post-office clerks, and local agents in service during the year ended June 30, 1876, were—

*43 special agents	\$142,061 92
1,042 railway post-office clerks	1,278,340 00
1,017 route-agents	975,280 00
219 mail-route messengers	145,610 00
137 local agents	104,910 00
2,458	Total..... 2,646,201 92

The following table shows the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in pos -offices, route-agents, railway post-office clerks, and other officers in service June 30, 1875, and June 30, 1876, respectively :

Departmental officers and employés :		
	1875.	1876.
Postmaster-General	1	1
Assistant Postmaster-General	3	3
Superintendent of foreign mails	1	1
Superintendent of money-order system	1	1
Chief clerk to the Postmaster-General	1	1
Chief of division of dead-letters	1	1
Chief of division of depredation	1	1
Chief of division of postage-stamps, stamped envelopes, and postal cards	1	1
Topographer for Department	1	1
Chief clerks of bureaus	5	5
Disbursing officer and superintendent of building	1	1
Stenographer		1
Clerks, messengers, watchmen, &c	367	363
	384	381
Other officers and agents :		
Postmasters	35,547	36,383
Contractors	6,280	6,126
Clerks in post-offices	4,467	4,718
Letter-carriers	2,195	2,269
Route-agents	987	1,017
Railway post-office clerks	901	1,042
Mail-route messengers	225	219
Local agents	125	137
Special agents	66	62
Total in service	51,177	52,354

FREE DELIVERY.

No additions to the number of free-delivery offices were made during the year. The service was, however, improved in several of the cities by establishing branch offices and extending the carriers' delivery. Two branch offices were established in Cleveland in place of two small offices, one in Brooklyn, and two in Philadelphia.

* Other special agents charged to separate appropriations.

A centennial branch of the Philadelphia post-office, fitted up in excellent style and complete in all its appointments, was located in the Government building in the exhibition grounds for the accommodation of the foreign and domestic officials and exhibitors and the large numbers of persons in daily attendance on the exhibition. It was equipped with all the requisites and conveniences of a first-class post-office, with letter-boxes for the reception of mail-matter located at all the principal points in the exhibition buildings and grounds, and, with its corps of ten letter-carriers, supplied every practicable facility to the officials, exhibitors, and visitors for the frequent and prompt collection, transmission, and delivery of their correspondence. As the business of this branch office was chiefly transacted in the current fiscal year, a detailed statement of its operations is reserved for the next annual report.

The general results of the service during the year are satisfactory. The postage on local matter exceeded the entire expense by \$84,375.22.

The increase in the cost of the service was but 5 per cent., while the increase in the postage on local matter was 6 per cent. The average cost per piece of handling the matter was 3.13 mills. The aggregate results for the fiscal year ending June 30, 1876, were as follows:

		Increase over preceding year.
Number of officers.....	87	.....
Number of letter-carriers	2,269	74
Mail-letters delivered.....	189,659,443	10,575,975
Mail postal cards delivered	23,952,381	5,638,816
Local letters delivered.....	53,773,953	4,934,716
Local postal cards delivered	19,963,290	3,937,078
Registered letters delivered *.....	1,069,698	.....
Newspapers delivered.....	80,675,040	12,220,564
Letters collected.....	200,280,079	12,329,438
Postal cards collected.....	33,950,503	5,747,035
Newspapers collected.....	28,453,086	1,122,679
Whole number of pieces handled.....	631,777,473	57,575,999
Pieces handled per carrier	278,438	16,843
Total cost of service.....	\$1,981,186.51	\$101,144.52
Average cost per piece in mills †.....	3.13	or 5 per cent.
Average cost per carrier †.....	\$871.08	.....
Amount of postage on local matter.....	\$2,065,561.73	\$118,002.19
Excess of postage on local matter over the total cost of service.....	\$84,375.22	or 6 per cent.

In consequence of the reduction made by Congress at its last session in the appropriations for the free-delivery service, I was compelled to further reduce the salaries paid to the hard-worked and faithful letter-carriers in cities where the free-delivery system has been established.

A tabular statement, marked A, exhibiting in detail the operations of the free-delivery service for the past fiscal year, will be found in the appendix.

* Not reported last year.

† Based on the aggregate (\$1,976,486.85) paid carriers, including incidental expenses at the several offices.

POSTAL MONEY-ORDER SYSTEM.

At the close of the fiscal ended June 30, 1875, the number of domestic money-order offices was 3,401. The number of new offices established during the following year was 305, and the number discontinued was 9, making a total of 3,697 offices in operation June 30, 1876.

During the last fiscal year 4,998,600 domestic money-orders were issued, whose aggregate value was \$77,035,972.78. The number of such orders paid was 4,947,685, amounting in value to \$76,632,571.45. To the total amount of orders paid is to be added \$473,767.40, the amount of orders repaid to remitters, making the total payments \$77,106,338.85, and the excess of the payments over the issues \$70,366.07.

The total amount of fees received by postmasters for the issue of domestic money-orders was \$645,699.40.

The foregoing statement of the year's transactions, when compared with that of the preceding year, shows a decrease of \$395,277.80, or one-half of one per cent., in the amount of orders issued; a decrease of \$232,782.30, or three-tenths of one per cent., in the amount of orders paid, and a *gain* of \$152,687.96, or 31 per cent., in the amount of fees received.

The past fiscal year is the first, since the establishment of the money-order system, in which there has been a decrease in the number or amount of domestic money-orders issued or paid. This decrease is believed to have been caused, for the most part, by the continuance of the financial depression which affected unfavorably to so great an extent the use of the money-order system, in the direction of its employment for business purposes, during the preceding year.

The average amount for which domestic money-orders were issued during the year was \$15.41, being 6 cents less than the average of the previous year.

The total number of duplicate money-orders issued was 17,451, of which 37 were afterward canceled, leaving 17,414 as the number actually used, being a decrease of 3,276, or 16 per cent., during the year. Of this number 17,114 were issued in lieu of money-orders lost in the mails, or which, by reason of imperfect address or from some unknown cause, had failed to reach the payee in due time; 181 were issued in lieu of money-orders alleged to have been lost by the remitters or payees; 13 were issued to the remitters in lieu of money-orders, payment of which had been prohibited, in pursuance of the provisions of section 3929 of the Revised Statutes of the United States, because drawn in favor of the proprietors or agents of fraudulent lotteries, gift-enterprises, or other "schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises;" 69 were in lieu of orders which had become invalid because not presented for payment within one year after the date of their issue; 7 were in lieu of orders invalidated by reason of their having received more than one indorsement, and 30 in lieu of orders burned in the mails.

The Auditor has reported the following statement, showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1876 :

Fees received on domestic money-orders issued	\$645,699 40
Premiums, &c., received	1,322 12
Total	647,021 52
Commissions and clerk-hire.....	\$420,487 42
Incidental expenses	30,800 09
Lost remittances	4,960 64
Bad debts	2 53
Net revenue.....	190,770 84
	647,021 52

This amount of revenue is \$70,628.75 greater than that of the previous year, being a gain of nearly 59 per cent.

In compliance with the provisions of the act of March 3, 1875, the increased schedule of fees for the issue of domestic money-orders went into effect on the first day of the following July. By this act, the fee on each order not exceeding \$10, and on each order over \$15 and not exceeding \$20, was made 5 cents greater than the fee previously charged for the issue of orders of the same class. When the passage of this act was recommended, it was believed that the proposed increase would yield a gross annual revenue, equal to the entire amount of expenditures of all kinds incurred on account of the money-order system, including the cost of Department clerical labor, printing blanks and stationery, now, as heretofore, paid out of the general appropriations. The result of the first year's experience under the operation of the act above referred to has been an increase of \$152,687.96, or 31 per cent., in the amount of fees received for the issue of domestic money-orders, notwithstanding the falling off of one-half of one per cent. in the amount of the orders; yet that the purchase of money-orders for small amounts has not been, to any appreciable extent, unfavorably affected by the increase of the fee is shown by the trivial decrease of 6 cents in the average amount for which money-orders were issued during the year. The items of expense paid out of general appropriations were, the salaries of the Superintendent's Office, \$34,776.57; the salaries in the Auditor's Office, \$94,500; books, blanks, and printing, furnished by the Congressional Printer, for the money-order system, \$54,169.36; and blanks, books, and stationery, not included in the last item, estimated at \$5,000, being a total of \$188,445.93, or \$2,324.91 less than the amount of the net revenue reported by the Auditor as having accrued from the transaction of the domestic money-order business at post-offices throughout the country. To this surplus of net revenue from the domestic money-order business of \$2,324.91 should be added an amount of not less than \$10,000, being the estimated net proceeds of the money-order business with foreign countries during the last year, not yet ascertained by the Auditor.

Certain of the larger offices are designated as "money-order offices of the first class," or depositories for surplus money-order funds, which accumulate from time to time at offices which issue money-orders to a greater amount than they pay. Postmasters who are unable to procure drafts of national banks by means of which to remit their surplus funds to some designated office of the first class for deposit, are instructed to forward such funds through the mail in registered letters. The sum of \$54,285,551.15 of surplus funds was deposited with the postmasters of offices of the first class during the year. Nearly the whole of this amount was transmitted through the mails. Sixty-nine cases of remittances of surplus funds reported as lost, amounting to \$12,704.61, were under investigation during the same period. Forty-one of these, amounting to \$7,875.61, were reported as pending at the close of the previous fiscal year; four, amounting to \$306, occurred during that year, but were not brought to the knowledge of the Department until after the publication of the last annual report; and twenty-four, amounting to \$4,523, occurred within the year. In 25.43 of these cases, the amount, \$5,410.64, was allowed to the postmasters by whom the remittances were made, as the losses were found to have occurred without their fault; in 19.57 cases the amount, \$2,780.97, was recovered by special agents; and 24 cases, amounting to \$4,963, were unsettled at the close of the fiscal year.

The amount of money-orders paid by certain offices is, either continuously or occasionally, greater than the amount of the orders issued by them. To enable such offices, east of the Rocky Mountains, to pay without delay the orders drawn upon them, credits with the postmaster at New York, to a definite amount in each case, are allowed, and a limited supply of blank drafts are furnished, to be drawn against such credits as the exigencies of their business may demand. The postmaster at New York has paid drafts of this class amounting to \$6,803,014.67 during the year. Postmasters in the States of the Pacific coast have been furnished with funds to the amount of \$66,337 by the postmaster at San Francisco, Cal., and to the amount of \$40,582 by the postmaster at Portland, Oreg., to meet similar exigencies of the service in those States.

Out of the total number of domestic money-orders paid during the year, the payment of forty-two, amounting to \$1,083.97, was alleged to have been made to persons fraudulently representing themselves to be the payees, or their indorsees or agents, and who obtained payment by forging the signatures of such payees or indorsees, or by other improper or unlawful means, being at the rate of one reported erroneous payment in 117,802. Seventy-seven claims for re-imbursement, growing out of such alleged erroneous payment, amounting to \$2,122.20, were under investigation during the year, twenty of which, amounting to \$654.24, were reported as pending at the close of the previous year; seven, amounting to \$164.78, occurred before June 30, 1875, but were inadvert-

ently omitted from the last annual report; eight, amounting to \$219.21, occurred previously to that time, but failed to be brought to the knowledge of the Department until after the publication of the last report; and forty-two, amounting to \$1,083.97, as hereinbefore stated, occurred during the year. In four of these cases the amount, \$75.45, was ascertained to have been paid to the rightful owner; in one the amount, \$35.06, was charged against the remitter; in five the amount, \$108.71, was charged against the payees; in fifteen cases, amounting to \$269.10, the money was refunded by the paying postmasters through whose negligence the losses occurred; in ten the loss, amounting to \$415.44, was assumed by the Department; in ten the amount, \$225.78, was recovered by special agents from the persons by whom the forgeries had been committed; and thirty-two cases, amounting to \$992.66, are still unsettled.

The number of offices authorized to issue money-orders payable in Switzerland, and to pay orders drawn in that country, was 174 on the 30th day of June, 1875. Within the last fiscal year 6 offices have been added to the list and 1 discontinued, leaving 179 in operation at its close. The number of Swiss money-orders issued in the United States was 3,457, amounting to \$83,256.62, and the number paid was 1,493, amounting to \$38,394.29. This amount of business, compared with that of the previous year, exhibits an increase of \$14,708.57, or 21.46 per cent. in the issues, and \$9,258.51, or 31.78 per cent. in the payments. The fees received amounted to \$2,347.25.

The number of offices authorized to issue money-orders payable in the United Kingdom of Great Britain and Ireland, and to pay orders drawn in that country, was 993 on June 30, 1875. During the year 25 offices were added to the list and 5 discontinued, leaving 1,013 in operation at its close. These offices issued 59,083 British money-orders, amounting to \$1,018,355.15, and paid 20,586, amounting to \$372,288.63. In comparison with the business of the preceding year, these transactions show a decrease of \$131,027, or 11.40 per cent., in the issues, and an increase of \$47,745.83, or 14.71 per cent., in the payments. The fees received amounted to \$31,256.10.

The number of offices authorized to issue money-orders payable in the German Empire, and to pay orders drawn in that country, was, on the 30th of June, 1875, 604. During the year 30 have been added to the list and 3 discontinued, leaving 631 in operation at its close. The whole number of German money-orders issued was 38,174, amounting to \$780,060.52, and the number paid was 28,879, amounting to \$729,672.66, showing, in comparison with the transactions of the previous year, a gain of \$33,415.98, or 4.48 per cent. in the issues, and \$108,915.90, or 17.54 per cent. in the payments. The fees received amounted to \$21,448.10.

On August 2, 1875, the exchange of money-orders between the United States and the Dominion of Canada was commenced under the provisions of the postal convention of June 8, 1875, referred to in the last

annual report. During the year 316 offices were authorized to issue money-orders for payment in the Dominion, and to pay orders drawn in that country. In the eleven months in which the business was in operation 8,695 Canadian money-orders, amounting to \$186,995.74, were issued, and 11,783, amounting to \$232,625.57, were paid. The fees received amounted to \$4,284.85. An arrangement was also made during the year by which money-orders are issued through the Canadian post-office department payable in the province of Nova Scotia, and by the same means orders issued in that province are paid in the United States.

The gross number of domestic and international money-orders issued during the year was 5,108,009, amounting to \$79,104,640.81, and the gross number paid was 5,010,426, amounting to \$78,005,552.60.

The Auditor is unable at present to furnish an exact statement of the revenue of the last fiscal year from the exchange of money-orders with the foreign countries with which money-order conventions are in force, as a final adjustment of the accounts of the last quarter of that year, to be made by him and the proper accounting officers of those countries, has not been reached. The revenue of the previous year derived from the Swiss business was stated in the last annual report, viz, \$679.11; that from the British business for that year is reported by the Auditor at \$833.59, and from the German business at \$7,816.47.

MISCELLANEOUS.

SALARIES OF POSTMASTERS.

I renew the recommendation of my predecessor in his last annual report for a change in the basis of adjusting the salaries of postmasters at fourth-class offices. Prior to July 1, 1874, the salaries were based mainly upon the amount of stamps canceled; but since then, by acts of June 23, 1874, and July 12, 1876, commissions have been allowed on the revenues, which are derived mostly from the sale of stamps. That the change was not correct in principle must be apparent upon reflection, and that it has not been advantageous to the Department is demonstrated by experience. The old plan was the more equitable one, for the reason that the stamps canceled in a post-office represent the amount of labor performed in handling matter for mailing, while the sale of stamps is no test of the work required of the postmaster. Under that plan postmasters were required to render sworn statements of the amount of stamps canceled for a fixed period; and the sales of stamps shown in the quarterly accounts-current operated as a check upon these statements, as, under a legitimate mode of doing business, there must ordinarily be a near correspondence between the amount of stamps sold and the amount canceled. Under the present system, there is nothing in a postmaster's returns to detect improper sales. Stamps can be furnished him to the extent justified by his bond, and all that is required of him is to account for the proceeds. He is not obliged to state under oath or otherwise in

what manner or to whom he disposed of them. Practically, he has only the fear of removal, upon a chance discovery, to prevent him from traversing the country seeking purchasers, and offering such liberal discounts as his own large commissions will afford.

To show how great the inducement is, it need only be mentioned that the sales at an office must exceed \$1,200 per annum before the commissions fall below 50 per cent.

Were the commissions uniform throughout, the matter would regulate itself, one postmaster's gain being another's loss; but graded as they are upon a scale, and stopping at a fixed point, the Government is a loser whenever stamps are sold by the postmaster of a small office within the delivery of a larger one. Naturally the abuse is apt to be in this direction. Not only do the cities and large towns offer greater facilities for the sale or exchange of stamps, but in such places the chances of detection are greatly lessened. With the mutual interest for concealment between buyer and seller, detection is more likely to be the exception than the rule.

Stamps are used largely as a medium of exchange in lieu of currency, and many are the remittances made of them to the large cities in payment of small bills. Notably is this the case with newspaper subscriptions and orders for books, for which purposes they are very convenient and are often solicited. Not only do publishers in this way procure stamps sufficient for their postages, but they have not infrequently asked the Department to redeem a surplus. Postmasters, as a class, take the lead in getting up subscription clubs, and when using stamps for payment, have the double advantage of getting a commission from the publisher and one from the Government.

In many cases business men engaged in the large cities reside in country places on the lines of public travel, and it is only natural that, in their desire to serve a neighbor, they should purchase their stamps of the country postmaster for use in the city. It is not likely, however, that they would carry out their letters to be mailed at the country post-office.

Railroad, insurance, and express companies and other large corporations, who have many agents among the country postmasters, may obtain from this source the large amounts of stamps required for use at their city headquarters, and thus indirectly, but systematically, contribute to their own revenues. And traveling commercial agents may realize a handsome profit by purchasing stamps at a large discount from country postmasters, perhaps in exchange for goods, and reselling them in the cities at a smaller discount.

I have before me a list of 50 offices, hastily selected, at which the aggregate compensation for the two years ending June 30, 1874, under the old law, was \$12,126, and for the two years ending June 30, 1876, under the new law, \$64,051.51, or an average of \$242.52 to each office under the former, and of \$1,281.03 under the latter, and an average in-

crease of \$1,038.51, or 428 + per cent. Nearly all of these offices, which are but representatives of their kind, are located in close proximity to some city, and from what has already been explained, the reasons for such a large increase will be readily apparent.

It has been frequently found that an outgoing postmaster has neglected or refused to turn over to his successor the stamps remaining in his hands, preferring to account for them as sold, and thus getting the commissions allowed by law. By afterward selling the stamps to the public he would actually receive the emoluments of the office while the new postmaster was doing the work.

There is ample evidence in the Department to establish the prevalence of the abuse in all the various forms that have been suggested.

It is evident that if the abuse is to be prevented or checked to any extent, it must be through the supply of stamps; but that is a matter difficult to regulate, it being impossible for the Department to know the precise relative wants of the 36,000 or more communities, represented by as many post-offices, throughout the United States. To withhold supplies pending investigations is to incommode the public, bring the Department into discredit, and in some degree to impair its revenues. It is at least unfortunate that the present law forces upon the Department a conservative policy in the supply of stamps—a policy that is justified by no law of business. The issue and sale of stamps should be encouraged to the fullest possible extent. I deeply regret the necessity of an existing general order circumscribing sales; and although removals have followed well-authenticated violations of this order, the evil seems to be increasing rather than diminishing.

Now as to financial results: During the two years ending June 30, 1874—the period covered by the last biennial re-adjustment under the old law—it required 27.5 per cent. of the sales of stamps to the public to pay the compensation of postmasters; and for the ensuing two years, ending June 30, 1876, under the new law, it required 29.43 per cent. of the sales to pay the compensation. This latter ratio would have been much larger had it not been for the change which took effect on the 1st of January, 1875, in the mode of collecting postage on second-class matter. Prior to that date it was collected in money at the offices of delivery, and under the old law postmasters were allowed 50 per cent. of the amount in the way of compensation; but since then it has been prepaid at the mailing-offices with special adhesive stamps. The offices of delivery are generally the smaller or fourth class offices, and the mailing-offices, at places of publication, are mainly those of the first, second, and third classes, subject to presidential appointment, and at which there had previously been assigned annual salaries, at a fixed amount, for the two years commencing July 1, 1874. The change thus deprived the smaller offices of the commissions on second-class matter, without benefiting the larger ones, and had the double effect of decreasing the compensation of postmasters and of increasing the sales of stamps.

To show what a considerable item this is, it need only be mentioned that the amount of postage collected on second-class matter during the last fiscal year was \$1,014,154.27.

In further support of the argument advanced, it may be stated that for the six months ending December 31, 1874, before the change with reference to second-class matter went into effect, it took 31.13 per cent. of the sales of stamps to pay the compensation of postmasters. This was at the very commencement of the new salary law, and before postmasters had fairly learned how to take advantage of it.

In view of the facts, I urgently recommend that the compensation of postmasters of the fourth class be based upon the business of their respective offices, as ascertained from sworn returns to the Auditor of stamps canceled.

STRAW-BIDS.

During the last fiscal year the loss and annoyance to the Department occasioned by the vicious system of "straw-bids" almost wholly disappeared. In all cases of failure by bidders to execute contracts under the law, and by contractors to perform service in accordance with their contracts, suits were promptly commenced on their bonds and pressed to final judgment. The number of failures was less than in any other year for a long period of time past, and the loss to the Department resulting therefrom was considerably decreased. In fact, it may be stated that the failures were no greater in number or amount than would naturally occur under the most stringent law that could be enacted.

By the aid of the law passed at the late session of Congress requiring the sureties on the bonds of bidders to make sworn statements, specifying the location, place of record, and probable value, above incumbrances, of the real estate owned by them, and imposing penalties for making false statements, I am confident the Department will be fully protected against worthless bids; and the other provisions of the law which direct the Postmaster-General, in case a bidder fails to enter into contract or to commence performance of service, to contract with any person, whether a bidder or not, who will perform the service at the lowest price, amply fortify him in his efforts to break up a practice by which the "star service" has so long been at the mercy of combinations formed for corrupt and fraudulent purposes. The complete eradication of the practice can only be prevented by his failure to exercise the authority with which he is clothed.

REDUCTION OF PAY TO RAILROADS.

The cost of inland mail-transportation by railroad was so materially changed by the legislation of Congress, at its last session, that I deem it proper to call attention to it, although it does not belong to a report of the operations of this Department during the last fiscal year.

By the act of July 12, 1876, providing appropriations for the service

of the Post-Office Department for the fiscal year ending June 30, 1877, a reduction of ten per centum, to take effect July 1, 1876, was required from the pay of railroad companies for carrying the mails. At that date the cost of such service (most of it adjusted under the provisions of the act of March 3, 1873, a portion, however, only estimated) was \$9,757,546. A further reduction of 20 per centum was also provided for by the act of July, 1876, from the compensation of certain railroad companies whose roads were built, in whole or in part, by the aid of land-grants authorized by congressional legislation.

At the date of the approval of said act a number of railroad companies were under contract, duly executed in accordance with law, to carry the mails during a period not then expired, at a rate of compensation which had been fixed by the provisions of the act of March 3, 1873. Some of these companies raised the question as to whether the reduction required by the subsequent law could be legally made from their pay during the period of their contracts, which question was referred to the Assistant Attorney-General for the Post-Office Department, who decided that they were not affected by it. This question was, however, subsequently submitted to the Attorney-General, whose opinion has not yet been rendered.

The act of March 3, 1873, also fixed a separate compensation for the use of post-office cars furnished by the companies over whose lines the railway-distribution system had been or might be established, and the question was raised as to whether the 10 per cent. reduction subsequently provided for by the act of July, 1876, applied to such compensation. It was held that it did not.

The pay of railroad companies under contract (which, under the opinion of the Assistant Attorney-General for the Post-Office Department, as stated above, were not affected by recent legislation) amounted in the aggregate to \$2,495,646, leaving the sum of \$7,261,870, representing, at that date, the pay of the companies not under contract. The 10 per cent. reduction, amounting to \$726,187, applied to them. A further reduction of \$260,714 was made from the pay of "land-grant railroads," so that the cost of this service, by the operation of the act of last July, was, on the 1st day of July, 1876, decreased in the sum of \$986,901.

WITHDRAWAL OF FAST-MAIL TRAINS.

The reduction thus provided for was met on some of the great trunk-lines by the withdrawal of the fast mail which had been previously established. Over the New York Central and Hudson River, and the Lake Shore and Michigan Southern Railroads, an exclusive mail-train, composed of finely equipped postal cars, which were provided with all the conveniences necessary to rapid and perfect distribution, was, for a few months, run between New York and Chicago, on a schedule time of twenty-six hours between those cities; and over the Pennsylvania Railroad and its connecting lines a limited mail-train, with superior ac-

commodations, was run between New York, Cincinnati, Indianapolis, and Saint Louis; the time occupied between New York and Cincinnati, via Philadelphia, Harrisburgh, and Columbus, being twenty-four hours, between New York and Indianapolis, twenty-six hours, and between New York and Saint Louis thirty-three hours. These lines afforded facilities for the transmission of mails from the great commercial center of the East to all points in the West and Southwest, hitherto unknown in the history of railway transportation in this country, and enabled the Department to so completely meet the demands upon it for speedy transportation that the most sanguine expectations of the business communities dependent upon them for postal supplies were more than realized.

It was claimed by the railroad companies at the organization of this expedited distribution system that the rates of pay then provided by existing law were insufficient to compensate them for the extraordinary expense incurred in running trains at such a speed, and there is good reason to believe that they offered their trains to the Department as an experiment, out of a spirit of enterprise, rather than an expectation of deriving immediate profit therefrom.

Serious embarrassments have resulted from a discontinuance of these fast lines, which have been augmented by the refusal of the railroad companies to re-establish the incomplete accommodations they had previously furnished. The mails are now conveyed between the Atlantic seaboard and points in the West and Southwest with less dispatch, and with smaller facilities for distribution, than were provided before the inauguration of the fast-mail system. To be thus compelled to go backward in the work of insuring speedy transmission and perfect delivery of the important business correspondence of the country is a source of mortification to all the officers of this Department whose duties are connected with mail-transportation. Instead of retrograding, the mail system ought to soon attain such perfection as to insure the transportation of letters, and all other matter not too bulky, from one important point to another within the time required to convey passengers between the same points over the speediest lines of communication.

The law of Congress which required a reduction in the pay of railroad companies for carrying the mails, also authorized the appointment of a commission of three skilled and competent persons to investigate the whole subject of mail-transportation by railroad, with a view to making their report the basis of future legislation. The three gentlemen designated by you for that mission entered on their work about the first of last August, since which time they have visited all the large cities and important railroad centers of the United States, and conferred with the managers of the leading railroad lines, and also with intelligent men, representing the main business interests at each point. They seem to have been patient and impartial in collecting information, which will, no doubt, throw much light on the difficult question of determining the proper mode of compensating railroad companies for carrying the mails, and the rates of pay which ought to be fixed for this service.

I have carefully avoided any expression of opinion, the presentation of any theory, or the tender of any advice, which could, in the most remote manner, influence the judgment of this commission; but I can now, with entire propriety, recommend that whatever legislation may result from their investigations shall definitely prescribe fixed rates of mail pay for this service, leaving nothing open to the descretion of the Postmaster-General; and that the execution of written contracts by railroad companies shall be required as a condition of payment for the service which they perform. Less than one-fifth of the railroad service of the country has been, as a general rule, covered by written contracts, and innumerable complaints, misconstructions, and difficulties have grown out of this loose way of doing a business which annually amounts to millions of dollars.

INTERFERENCE WITH POSTAL OFFICERS AND EMPLOYÉS.

Indefinite information has occasionally been communicated to this Department of the threatened violence to persons employed by it in some of the States because of their political opinions and party associations. A few postmasters in the Southern States have expressed great apprehension of their personal safety on account of their connection with the postal service, and have specially requested that their reports of apprehended danger should not be made public, lest it should result in the loss of their lives. But no positive testimony of actual interference with such officers or employés while in the discharge of their official duties has been submitted, except in the case of a mail-messenger at Spartanburgh, in the State of South Carolina, who reported through one of the officers of the Department that he had been violently driven away while in charge of the mails, on account of his "political affiliations." The representations of this messenger were referred to an assistant superintendent of the railway mail-service for confirmation of their correctness, who responded that the messenger had disappeared from his post of duty, leaving his work to be performed by a substitute.

What the "affiliations" of this employé were, does not appear from his statement or that of the officer who investigated the case, but the fact of his having been improperly interrupted in the performance of his duties seems to have been corroborated by his disappearance immediately thereafter. I refer to this case because, in my judgment, it is sufficiently suggestive to justify me in recommending that a more severe punishment should be provided for the offense of assaulting any person in charge of the mails, or of retarding or otherwise obstructing them by threats of personal injury.

TRANSIT CHARGES ON BRITISH CLOSED MAILS.

A special arrangement has been concluded with the general post-office of the United Kingdom of Great Britain and Ireland, a copy of which is appended, fixing the rates of territorial transit charges on the British

closed mails conveyed across the American continent between Boston or New York and San Francisco at 6 francs per kilogram of letters, and 2 francs per kilogram of newspapers, other printed matter and patterns, and samples of merchandise. The British and Australian mails which are now forwarded by the way of the United States are of great bulk and weight, averaging about 12 tons per month; and as the transit charges thereon, accounted for under the provisions of the postal convention of November 7-24, 1868, were wholly insufficient to defray the actual cost to this Department of their transportation by rail between New York and San Francisco, it became necessary, in order to save the revenues of this Department from the heavy losses incurred on account of their transmission across our territory, to increase these transit charges to the amounts agreed upon in this arrangement.

POSTAL DEFICIENCIES.

A very gratifying result is presented in the fact that the deficiency of this Department during the last fiscal year was reduced to \$4,081,790.18, as against \$6,169,938.88 of the preceding year. The difference can be traced to the large increase in its ordinary receipts, (which greatly exceeded the estimates therefor,) and a slight decrease in its expenditures. The growth of the service in all of its branches, as will be seen by reference to the tables in the appendix, has substantially kept pace with the increase of former years. The additional miles of service established equal or exceed the number added during any one year for several years past; the decrease in the proportional cost thereof having resulted from the low rates at which the new service put into operation at the commencement of the fiscal year was let. The bids on nearly all the routes were lower than they had ranged for similar service for many preceding years, and the rigid enforcement of the law against the few bidders and contractors who failed had the effect to induce others to execute their obligations.

It will be instructive to study the variance in the percentage of increase and decrease in the receipts, expenditures, and deficiencies of the postal service for the last seven years. Its ordinary revenues have advanced beyond its expenses, as will more satisfactorily appear from the figures given below:

The ordinary receipts for the year ended June 30, 1876, were.....	\$28,644,197 50
For the year ended June 30, 1869, they amounted to.....	18,344,510 72

Showing an increase of.....	10,299,686 78
-----------------------------	---------------

It will thus be seen that in seven years the receipts have increased 56.14 per cent., or at an average of over 8 per cent. per year.

For the same years the expenditures were as follows:

For the year ended June 30, 1876.....	\$33,263,487 58
For the year ended June 30, 1869.....	23,698,131 50

Showing an increase of.....	9,565,356 08
-----------------------------	--------------

The increase in the expenditures for the entire period is 40.38 per cent., or at an average rate of about 5.50 per cent. per year.

For the same years the deficiency in the revenues were as follows :

For the year ended June 30, 1876	\$4,619,290 08
For the year ended June 30, 1869	5,353,620 78

Showing a decrease of deficiency of.....	734,330 70
--	------------

A decrease of deficiency of 13.71 per cent., or at an average rate of nearly 2 per cent. per annum.

If a corresponding ratio of percentage in receipts and expenditures shall be steadily maintained in future years, there is reason to believe the postal service will cease to be a burden on the general treasury. It cannot, however, be speedily brought to a self-sustaining basis; it must reach that point by slow marches, with the aid of wise administration and judicious economy. Whatever theories may be advanced to relieve it of chronic deficiencies, they must yield to the ever-present necessity of supplying abundant mails for the whole country by liberal appropriations and reasonable expenditures. The public would condemn the experiment of higher rates of postage in the attempt to acquire greater revenues, and the experiment itself would fail of its object; while a limited and stinted service would provoke criticism and general complaint. It is apparent, therefore, that such revenues as are essential to make the Department self-supporting cannot be obtained from increased rates of postage; they can only come from active, intelligent, and prosperous communities, evenly and thickly scattered over the several States and Territories. Extravagant outlays, even for frequent mails, would not challenge public approval, but no condemnation would follow wise expenditures for rapid, safe, and frequent mail communication between our widely-separated sections of country. The fact that in only seven of the States and two Territories the receipts equal the expenditures, is sufficient to show that a long time must elapse before the remainder will be able to bear their share of a self-sustaining service. So long as the Post-Office Department must follow the pioneer to the remotest settlements, and put him in communication with the centers of trade and business, and also carry the mails to towns and cities in the first years of their existence as frequently as they are conveyed to those of larger population and more matured growth, so long the general treasury will probably have to bear a part of the cost. When our new States and Territories shall become more populous, and our inexhaustible resources more generally developed, the earnings of the Department will be more than sufficient to defray its expenses.

Very respectfully, your obedient servant,

JAS. N. TYNER,
Postmaster-General.

The PRESIDENT.

APPENDIX.

No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1878.*

Office of the Postmaster-General:

Mail depredations and special agents	\$160,000 00	
Advertising	92,500 00	
Preparation and publication of post-route maps	30,000 00	
Miscellaneous items in the office of the Postmaster-General	1,500 00	
Total		\$284,000 00

Under First Assistant Postmaster-General:

Compensation to postmasters	7,500,000 00	
Clerks in post-offices	3,700,000 00	
Letter-carriers	2,100,000 00	
Wrapping-paper	25,000 00	
Twine	55,000 00	
Marking and rating stamps	10,000 00	
Letter-balances and scales	6,000 00	
Rent, fuel, and light	450,000 00	
Office-furniture	30,000 00	
Stationery	55,000 00	
Miscellaneous and incidental items	145,000 00	
Total		14,076,000 00

Under the Second Assistant Postmaster-General:

Inland transportation, railroad	10,230,745 00	
Inland transportation, other than railroad	6,237,993 00	
Railway post-office clerks	1,355,040 00	
Route-agents	1,071,000 00	
Mail-route messengers	161,175 00	
Local agents	114,450 00	
Mail-messengers	704,025 00	
Mail locks and keys	20,000 00	
Mail-bags and mail-bag catchers	225,000 00	
Total		20,119,428 00

Under the Third Assistant Postmaster-General:

Postage-stamps	150,747 48	
Expenses of agency	8,100 00	
Stamped envelopes and newspaper-wrappers	616,635 39	
Expenses of agency	16,300 00	
Postal cards	303,771 56	
Expenses of agency	7,300 00	
Registered-package envelopes, locks, and seals	40,000 00	
Post-office and dead-letter envelopes	42,150 00	
Ship, steamboat, and way letters	7,500 00	
Engraving, printing, and binding drafts and warrants	1,500 00	
Total		1,194,004 43

Under the Superintendent of Foreign Mails:

Transportation of foreign mails	250,000 00	
Balance due foreign countries, including the United States portion of the expense of the international office organized under the provisions of article 15 of the general postal union treaty, concluded at Berne October 9, 1874	50,000 00	
Total		300,000 00
Official stamps and stamped envelopes for the use of the Post-Office Department during the year		750,000 00

Total estimated expenditures **36,723,432 43**

REPORT OF THE POSTMASTER-GENERAL.

Amount which will be provided by the Department from its own revenue
 accruing from postages and other sources, estimated.....\$30,645,165 00

Excess of expenditures to be provided for by appropriation out of the
 general Treasury.....6,078,267 43

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT, APPOINTMENT OFFICE,
 Washington, D. C., November 4, 1876.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1878, under the following heads, viz:

For compensation to postmasters	\$7,500,000
For clerks in post-offices.....	3,700,000
For letter-carriers.....	2,100,000
For wrapping-paper	25,000
For twine.....	55,000
For marking and rating stamps.....	10,000
For letter balances and scales.....	6,000
For rent, fuel, and light	450,000
For office-furniture.....	30,000
For stationery.....	55,000
For miscellaneous and incidental items.....	145,000

Making in the aggregate.....14,076,000

These estimates are believed to be as low as the requirements of the service will permit, and, in the estimation of this office, leave but a very small margin out of which to provide for the constant demand in all parts of the country for increased postal facilities. In view of the limited appropriations for the present fiscal year, the Department has felt constrained to deny, from the necessities of the case, many extensions of the service which seemed in themselves both proper and reasonable; but the further continuance of this policy is believed to be unwise and detrimental to the best interests of any country whose development in other respects shows such marked and rapid progress as the United States.

Accompanying this is a tabular statement, marked "A," giving more definite information.

Yours, very respectfully,

JAMES H. MARR,
Acting First Assistant Postmaster-General.

Hon. E. W. BARBER,
Third Assistant Postmaster-General.

A.—Statement showing the increase or decrease per centum, for the items named below, of the appropriations for the fiscal years ending June 30, 1876, and June 30, 1877, as compared with the estimates for the fiscal year ending June 30, 1878; also the increase or decrease per centum, for the same items, of the expenditures for the fiscal year ending June 30, 1876, as compared with the estimates for the fiscal year ending June 30, 1878.

Items.	Appropriation for the fiscal year ended June 30, 1876.	Estimate for the fiscal year ending June 30, 1878.	Per centum of increase or decrease of estimates for 1877-1878 over appropriation for 1875-1876.		Appropriation for the fiscal year ending June 30, 1877.	Estimate for the fiscal year ending June 30, 1878.	Per centum of increase or decrease of estimate for 1877-1878 over appropriation for 1876-1877.		Expended during the fiscal year ended June 30, 1876.	Per centum of increase or decrease of estimate for 1877-1878 over expenditures for 1875-1876.	
			Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters.....	\$7,000,000	\$7,500,000	7.14	.....	\$7,000,000	\$7,500,000	7.14	.....	\$7,397,397 01	1.38	.....
For clerks in post-offices.....	3,500,000	3,700,000	5.71	.....	3,500,000	3,700,000	12.46	.....	3,490,730 15	6.29	.....
For letter-carriers.....	2,000,000	2,100,000	5.00	.....	1,900,000	2,100,000	10.52	.....	1,980,795 02	6.02	.....
For wrapping-paper.....	25,000	25,000	.....	.....	20,000	25,000	25.00	.....	18,207 02	37.3	.....
For twine.....	55,070	55,000	.....	.....	50,000	55,000	10.00	.....	38,918 80	15.62	.....
For letter-balances and scales.....	10,000	10,000	.....	.....	10,000	10,000	.....	.....	8,857 90	12.89	.....
For marking and rating stamps.....	3,000	6,000	100.00	.....	5,000	6,000	20.00	.....	3,906 39	53.39	.....
For rent, fuel, and light.....	500,000	450,000	.....	10.00	390,000	450,000	15.30	.....	390,423 77	15.25	.....
For office furniture.....	35,000	30,000	.....	16.66	20,000	30,000	50.00	.....	19,500 37	53.27	.....
For stationery.....	50,000	55,000	10.00	.....	50,000	55,000	10.00	.....	43,243 66	26.80	.....
For miscellaneous and incidental items.....	150,000	145,000	.....	3.44	75,000	145,000	93.33	.....	76,000 46	92.00	.....
Total.....	13,398,000	14,075,000	5.68	.....	12,810,000	14,075,000	9.87	.....	13,453,168 34	4.59	.....

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 27, 1876.

SIR: At the close of the last fiscal year, June 30, 1876, the annual cost of inland mail transportation was as follows, viz:

On 912 railroad-routes, aggregating 72,348 miles in length.....	\$9, 543, 134
On 88 steamboat-routes, aggregating 14,883 miles in length.....	606, 465
On 8,003 other routes, designated as "star routes," aggregating 194,567 miles in length.....	5, 051, 541
Total cost.....	15, 201, 140

Compared with the state of the service at the close of the preceding year, the railroad-routes showed an increase of 41 in number, of 2,265 miles in aggregate length, and of \$326,616 in annual cost; the steamboat-routes a decrease of 1 in number, of 905 miles in aggregate length, and of \$77,665 in annual cost; and the "star routes" an increase of 680 in number and 2,565 miles in aggregate length, and a decrease of \$402,180 in annual cost. Taken together, the increase in the number of routes was 720, and in the aggregate length 3,925 miles, and the decrease in annual cost \$152,229.

By the act of July 12, 1876, making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1877, the Postmaster-General is directed in the first section to reduce the compensation to be paid from and after July 1, 1876, for the transportation of mails on railroad-routes ten per centum from the rates fixed and allowed "on the basis of the average weight" by the first section of the act of March 3, 1873. And the thirteenth section of the act of July 12, 1876, provides "that railroad companies whose railroad was constructed in whole or in part by a land-grant made by Congress on the condition that the mails should be transported over their road at such price as Congress should by law direct shall receive only eighty per centum of the compensation authorized by this act." According to the advice of the law-officers of the Government, the ten per centum reduction is not applicable to the compensation for railroad mail-service performed under contracts made in due form of law, or to allowances for railway post-office cars, mail-messenger service, side service, or ferriage.

As above shown, the annual cost of mail transportation on railroad-routes at the close of the last fiscal year was \$9,543,134. By the re-adjustment of the rates of pay under the act of March 3, 1873, on the basis of new returns of the amount and character of the service, on routes chiefly in States in which a new contract term began with the current fiscal year, the annual cost of the service from July 1, 1876, would have been \$9,757,546. Of this amount the sum of \$2,495,676 is not subject to the ten per cent. reduction ordered by the first section of the act of July 12, 1876, being composed of the items decided by the law-officers to be exempt, as above stated. The amount of the ten per cent. reduction cast on the remaining \$7,261,870, is, therefore, \$726,187.

The amount of pay subject to the reduction required by the thirteenth section of the act of July 12, 1876, is \$1,303,572, composed of the compensation on land-grant roads, whether under contract or otherwise, the law-officers having advised that the contracts did not constitute a ground of exemption from the operation of the thirteenth section. The amount of the reduction under that section, therefore, is \$260,714.

The reductions under the two sections amounting to \$986,901, the cost of the service, after deducting this amount, is, for the first quarter of the current fiscal year, at the rate of \$8,770,645 per annum.

The appropriation made by the act of July 12, 1876, for the year ending June 30, 1877, for transportation by railroad being	\$9,100,000
And the present annual cost as reduced under the act...	8,770,645

There remains for new service and for increase of cost by further re-adjustment for the year the sum of.....	329,355
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This state of facts has but just been ascertained, the examination and decision of legal questions raised by the new legislation embodied in the act of July 12, 1876, as well as the numerous and complex calculations which it rendered necessary, having caused delay. The determination to decline establishing new railroad-service, adopted while the means of defraying increased expense were not apparent, may now be relaxed.

Estimates of the amounts of money necessary to be appropriated for inland-mail transportation and items incident thereto for the fiscal year ending June 30, 1878, are presented herewith, in tabular form. Following the form of the appropriation for the present year, separate estimates are made for transportation by railroad and by routes other than railroad. The table shows the cost for 1875 and 1876, and the appropriation for 1877, with the per centum increase and decrease of cost for 1876 compared with that for 1875, and of the appropriation for 1877 compared with the cost for 1876. The increase of the cost of railroad transportation for 1876 over 1875 is 3.54 per cent.; and the decrease of the appropriation for the same purpose for 1877, compared with the cost for 1876, is 4.64 per cent. The cost for 1877, at the rate of increase for 1876 over 1875, 3.54 per cent., apart from the reductions ordered by act of July 12, 1876, would be \$9,880,960. The estimate for 1878 is set down, at the same rate of increase, at \$10,230,745, the reductions ordered by the recent act being regarded as temporary, inasmuch as the act itself authorizes the appointment of a commission to "examine into the subject of transportation of the mails by railroad companies and report to Congress at the commencement of its next session such rules and regulations for such transportation and rates of compensation therefor as shall in their opinion be just and expedient, and enable the Department to fulfill the required and necessary service for the public."

The cost of transportation on other than railroad-routes for 1876 was \$5,658,006. Estimating the cost for 1877 at an increase of 5 per cent., the amount would be \$5,940,946. At the same rate of increase, the estimate for 1878 is set down at \$6,237,993. This is deemed sufficient for the probable requirements of the service, though the sum is \$499,858 less than the appropriation for the current year.

Uniting the amounts named for railroad routes, \$10,230,745, and for routes other than railroad, \$6,237,993, the aggregate estimate for inland transportation for 1878 is \$16,468,738, less, by \$1,079,262, than the amount appropriated for 1876 and estimated for 1877, which was \$17,548,000, and only \$630,887 more than the appropriation for the two items for the current year, \$9,100,000 for railroad and \$6,737,851 for other routes, making together \$15,837,851.

The estimate for 1878 for railway post-office clerks is \$1,355,040; for route-agents, \$1,071,000; for mail-route messengers, \$161,175; and for local agents, \$114,450. For a statement of the considerations which

have led to the presentation of these figures, I beg leave to refer to the accompanying letter from the general superintendent of railway mail service.

The estimate for mail-messenger service for 1878 is put at \$704,025, an increase of 5 per cent. on the appropriation for the current year, which it is anticipated the natural growth of the service will require. The increase of the cost for 1876 over 1875 was 5.54 per cent.

The estimate for mail locks and keys for 1878 is \$20,000, the amount appropriated for the current year. And for mail-bags and mail-bag catchers the estimate for 1878 is \$225,000, an excess of \$50,000 over the appropriation for the current year. That appropriation is \$25,000 less than the estimate made by the Department for the year, and will, it is believed, fall short by that amount of meeting the actual needs of the service, rendering necessary for the next year the increased amount here stated.

By reference to Table G, prepared for the appendix to your annual report, it will be seen that the total number of new mail-bags purchased and put into the service during the year 1876 was 103,794, of which 22,814 were locked pouches and bags, used chiefly for letters, and 80,980 tied sacks, (canvas,) used exclusively for printed and third-class matter. This was an increase over the preceding year of 10,264 locked pouches and bags and 13,314 tied sacks. This increase was largely occasioned by the extension of service on railway-routes, the increased frequency and expedition of the mails, the establishment of the through registered-mail system, and the increased bulk of printed and third-class mail-matter. The growth of the railway mail-service will continue to increase this item of expense to the Department. But while the expenditure for new mail-bags was thus increased, there was an extraordinary decrease of the aggregate cost of repairs, caused by a radical reform in the method of having such work done. Under a practice which was established by postal regulation, and which had prevailed for more than thirty years, damaged mail-bags, collected in nearly all the principal cities, were given out from the post-offices for repairs by special contract. The aggregate cost under that system, however inconsiderable for a time after its inception, gradually increased with the growth of the mail-service until at length it assumed such magnitude as to call for investigation and correction. This investigation was made by yourself while at the head of this bureau, and the plan now in operation devised. This system abolishes entirely the old contract system, and concentrates all the damaged mail-bags at the several depositories in the post-offices at New York, Washington, Indianapolis, Saint Louis, and Chicago. In these post-offices repair-shops are established, and the needful operatives are employed by the postmasters at fixed wages to repair, under the supervision of skilled foremen, all the mail-bags of every description requiring repairs. The material of bags too old and damaged for judicious repairs is utilized to such an extent that small outlays are required for new material. The cost of tools is also comparatively small. Under this system the total cost of such repairs during the year was only \$30,161.92. During the preceding year, under the old system, the cost of repairs was \$92,419.95.

Tables herewith show the contracts in operation on the 30th June, 1876, for mail-bags, mail-bag catchers, and mail locks and keys, with the name and residence of each contractor, the term of contract, and the price paid for each article of every size and kind.

The increased appropriation asked for in the item of mail-bags and mail-bag catchers is due to the probable increase in the railway mail-

service. New lines of railway are completed and approaching completion, and each one largely increases the number of mail-bags and catchers necessary to conduct the service.

The aggregate estimate for 1878 for inland transportation and the items incident thereto will be found to be \$20,119,428, against an appropriation for the current year of \$19,163,351—an increase of only \$956,077, or a little under 5 per cent.

I have the honor to be, sir, very respectfully, your obedient servant,
THOS. J. BRADY,

Second Assistant Postmaster-General.

Hon. JAMES N. TYNER,
Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

Statement of all contracts in operation the 30th June, 1876, for mail-bags, mail-catchers, mail-bag labels, and mail-bag-label cases.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices paid.				
			From—	To—	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Jute canvas mail socks.....	John Boyle	New York, N. Y.	July 1, 1875	July 1, 1879	\$0 66	\$0 53	\$0 15	.....	.....
Cotton canvas mail socks.....	do	do	July 1, 1875	July 1, 1879	1 32	1 03	31	.....	.....
Leather horse-mail bags.....	Polydore S. Thomson.....	do	July 1, 1875	July 1, 1879	6 60	5 60	5 10	.....	.....
Mail-catcher pouches.....	John Boyle	do	July 1, 1875	July 1, 1879	.....	4 25	.....	.....	.....
Mail-bag-label cases.....	Gardner Manufacturing Company.....	Chicopee, Mass.	July 1, 1875	July 1, 1879	.....	4 25	.....	.....	.....
Leather mail-pouches.....	J. C. Waldman	Albany, N. Y.	Nov. 20, 1875	July 1, 1879	6 50	5 70	4 75	\$3 80	\$2 70
Use of patent for leather pouches.....	John Boyle (patentee)	New York, N. Y.	Aug. 7, 1875	July 1, 1879	10	10	10	10	10
Printed wooden labels.....	William P. Wood	Washington, D. C.	Dec. 1, 1875	Dec. 1, 1876	.....	.....	.....	.....	.....
Mail-bag catchers	Abbott, Brew & Co.	Cleveland, Ohio. ....	.....	.....	70	40	.....	.....	.....
Mail-bag-catcher sockets	do	do .....	.....	.....	.....	.....	.....	.....	.....

* Until aggregate sum of payments amount to \$10,000, when any further payment will cease for use of patent.

THOMAS J. BRADY,
Second Assistant Postmaster-General.

Statement of all contracts in operation the 30th June, 1876, for mail locks and keys.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices paid.	
			From—	To—	Locks.	Keys.
Registered-mail locks and keys	F. W. Mix	Terryville, Conn.	Jan. 1, 1874	Jan. 1, 1878	\$1 75	\$0 30
Letter-box locks and keys.....	Smith & Egge	Bridgeport, Conn.	Jan. 1, 1874	Jan. 1, 1878	1 25	15
Mail-bag locks and keys	James C. Mix	Syracuse, N. Y.	July 1, 1874	July 1, 1878	74	13

THOMAS J. BRADY,
Second Assistant Postmaster-General.

Cost of inland transportation and the items incident thereto for the years 1875 and 1876, with the appropriation for 1877, and the estimates of the amounts necessary to be appropriated for 1878; showing the percentage of increase and decrease, with the cost, appropriation, and estimate for mail locks and keys, mail-bags, and mail-bag catchers.

Object.	Cost for 1875.	Cost for 1876.	Per centum increase or decrease of 1876 as to 1875.		Appropriation for 1877.	Per centum increase or decrease of appropriation of 1877 as to cost of 1876.		Estimate for 1878.	Per centum increase or decrease as to appropriation for 1877.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad.....	\$9,216,518 00	\$9,543,134 00	3.54	.....	\$9,100,000 00	.....	4.64	\$10,230,745 00	12.43	.....
Inland transportation, other than railroad..	6,136,851 00	5,658,006 00	.....	7.90	6,737,851 00	.....	.....	6,237,993 00	.....	7.43
Railway post-office clerks.....	1,222,640 00	1,278,340 00	13.87	.....	1,235,000 00	.....	19.00	1,355,040 00	10.61	.....
Route-agents.....	943,800 00	975,280 00	3.33	.....	1,972,500 00	.....	.....	1,071,000 00	10.13	.....
Mail-route messengers.....	147,470 00	145,610 00	.....	1.36	153,500 00	.....	5.43	161,175 00	5.00	.....
Local agents.....	96,580 00	104,910 00	8.62	.....	109,000 00	.....	3.89	114,450 00	5.00	.....
Mail messengers.....	621,311 00	655,768 00	5.54	.....	670,500 00	.....	2.94	704,025 00	5.00	.....
Mail locks and keys.....	31,811 42	16,730 95	.....	47.43	20,000 00	.....	19.60	20,000 00	.....	.....
Mail-bags and mail-bag catchers.....	187,148 08	208,847 49	11.59	.....	175,000 00	.....	16.21	225,000 00	28.57	.....
	.....	.....	.....	.....	19,163,351 00	.....	.....	20,119,428 00	4.99	.....

The increase in the cost of mail locks and keys in 1875 is owing to putting on mail locks on street letter-boxes.

THOMAS J. BRADY,
Second Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 11, 1876.

SIR: Herewith I have the honor to submit the following tables:

1. Estimate of the expenditures and revenues of the Post-Office Department for the fiscal year ending June 30, 1878.
2. Estimate of the indebtedness of the Department for the past two fiscal years, not yet adjusted.
3. Receipts and expenditures for the fiscal year ended June 30, 1876, compared with the two preceding years.
4. Receipts and disbursements on account of the Post-Office Department at Treasury depositories.
5. Receipts and disbursements at Post-Office depositories.
- 6 and 7. Number and value of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the year.
8. Number and value of official postage-stamps, stamped envelopes, and wrappers furnished the different Executive Departments during the year.
9. Statement showing increase in issues of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, of all kinds.
10. Number and value of dead letters received and disposed of at Dead-Letter Office during the year.
11. Statement showing classification and disposition of letters containing valuable inclosures received at Dead-Letter Office during the year.
12. Statement showing number, contents, and disposition of registered letters received at Dead-Letter Office during the year.
13. Number of registered letters sent through the mails, with amount of fees collected thereon, in each State and Territory during the year.

EXPLANATION OF ESTIMATES.

Your attention is respectfully invited to the following detailed statement touching the appropriations asked for by this bureau:

ADHESIVE POSTAGE-STAMPS.

The number of ordinary postage-stamps issued during the fiscal year ended June 30, 1876, was.....	698,799,090
Add 10 per cent., being about the average yearly rate of increase.....	69,879,909
<hr/>	
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1877.....	768,678,999
Add 10 percent., as before.....	76,867,899
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Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1878.....	845,546,898
<hr/>	
Cost of manufacturing that number at present contract price, 14.99 cents per thousand.....	\$126,747 48
Add estimated cost of manufacturing official stamps, and also of manufacturing the newspaper and periodical stamps required by act of Congress approved June 23, 1874.....	24,000 00
<hr/>	
Gives estimated total cost of manufacturing adhesive postage-stamps during fiscal year ending June 30, 1878.....	150,747 48

In the foregoing estimate the issues of ordinary stamps, the average annual rate of increase, and the present contract rates, are taken as the best basis of calculation to be obtained.

It is not expected that there will be a great increase, if any, in the

issues of official stamps and newspaper and periodical stamps, and accordingly the estimate is fixed at the same amount (\$24,000) as in the appropriation for the current fiscal year. The contracts for manufacturing stamps will expire on the 1st May, 1877, but under a new contract there will not probably be any material deviation from present rates.

POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and expenses of the agency.. \$8, 100

This estimate exceeds the present appropriation by \$1,200, which amount is intended for the employment of an additional clerk. During the past three years the number of requisitions for postage-stamps has increased more than 57 per cent., reaching 150,284 during the last fiscal year, from 95,377 during the fiscal year ending June 30, 1873; and additional clerical assistance has become absolutely essential to the proper discharge of the business of the agency. The present force consists of an agent at a salary of \$2,500 per annum, and two clerks at salaries of \$1,800 and \$1,600, respectively.

The item "for expenses of agency" is for the purchase of stationery and furniture, and for the necessary expenses of officers and agents while employed in inspecting the manufactory and making investigations connected with the issue of postage-stamps. The amount included for these purposes (\$1,000) is the same as in the present appropriation, no increase being deemed necessary.

ORDINARY AND OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

The cost of stamped envelopes and newspaper-wrappers, both ordinary and official, issued during the year ended June 30, 1876, at present contract prices, was	\$428, 219 03
Add 20 per cent. for increase.....	85, 643 80

Gives estimated cost for year ending June 30, 1877.....	513, 862 83
Add 20 per cent. for increase, as before.....	102, 772 56

Gives estimated cost of manufacture for the year ending June 30, 1878...	616, 635 39
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The same bases of calculation are taken as in the case of postage-stamps, but owing to the greater popularity of stamped envelopes and wrappers, a much larger rate of increase in the issues is to be expected. The issues for the six months ending June 30, 1876, were nearly 17 per cent. in excess of those for the corresponding period of the previous year, and an estimated future increase of 20 per cent. is not an extravagant one. The existing contract is for four years, expiring September 30, 1878, and the rates will therefore remain unchanged.

The stamped envelopes and newspaper-wrappers issued during the fiscal year ending June 30, 1876, were sold at an excess of \$40,332.08 over the postage value and the cost of manufacture. Adhesive postage-stamps being sold at face value, the public are not required to pay the cost of manufacture, as in the case of stamped envelopes.

STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers, and expenses of agency.....	\$16, 300
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This estimate agrees in amount with the present appropriation. In explanation of the apparently large amount required for this agency as compared with the New York agency, it may be stated that owing to its near proximity to the railroad depot, the envelopes and wrappers are

mailed directly from the manufactory, instead of going through the Hartford post-office, which is located at a considerable distance from the depot. A large portion of the appropriation is therefore required for the payment of clerks engaged in the registration of packages, which is properly to be considered as post-office work. The postage-stamps are mailed from the New York post-office, where the work of registration is done.

The only salaries in excess of \$1,200 per annum paid at the Hartford agency are those of the agent who receives \$2,500, and of the two principal clerks of the agency proper and of the registry branch, who receive \$1,800 each.

The amount included for "expenses of agency" is \$1,000, the same as in the appropriation for the present year. It is required for the same general purposes as in the case of the stamp agency.

POSTAL CARDS.

Number of postal cards issued during the fiscal year ended June 30, 1876.	150,815,000
Add 20 per cent. for increase	30,163,000
Gives estimated issue for the year ending June 30, 1877	180,978,000
Add 20 per cent. for increase, as before	36,195,600
Gives estimated issue for the year ending June 30, 1878.....	217,173,600
Cost of manufacturing that number at present contract prices, \$1.39½ per thousand.....	\$303,771 56

The increase in the issue of postal cards for the last fiscal year over the preceding one was a little over 40 per cent., but it is not expected to continue at this extraordinary rate. It was undoubtedly due in a great measure to special demands growing out of the Centennial Exhibition, for advertising purposes, and for the correspondence of the unusually large number of people in transit during that occasion. A future increase of 20 per cent. per annum is considered a fair one, and accordingly taken in the above estimate. That it is not extravagant is shown by the fact that the increase for the fiscal year ending June 30, 1875, over the previous year was more than 18 per cent.

The present contract will expire on the 1st May, 1877, but no great variation in price under a new one is anticipated.

POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and expenses of agency \$7,300

At present there are employed at Springfield, Mass., in connection with the inspection and distribution of postal cards, an agent, at a salary of \$2,500 per annum, and two clerks, one at \$1,400 and the other at \$1,200 per annum.

The present appropriation for the agency is \$6,100, and the foregoing estimate contemplates the employment of an additional clerk at an annual salary of \$1,200.

The number of requisitions for postal cards filled during the fiscal year ending June 30, 1876, was 43,103, and for the fiscal year ending June 30, 1874, 23,634—an increase of 19,469, or a little more than 82 per cent. While, therefore, the work of the agency has nearly doubled within the past two years, no increase of the clerical force has been granted during that time.

The necessity for an additional clerk will be apparent upon this statement of facts. It is certain that the increased business of the future cannot be properly done by the present force, which is now barely adequate.

Postal-card packages are registered and mailed directly from the agency, and not from the Springfield post-office, in like manner as stamped envelopes from the Hartford agency, and for the same reasons.

The estimate, like those for the New York and Hartford agencies, and with similar objects in view, contains an item of \$1,000 for expenses, agreeing in that particular with the appropriation for the current year.

REGISTERED-PACKAGE ENVELOPES, LOCKS, AND SEALS.

For registered-package envelopes, locks, and seals..... \$40,000

The foregoing estimate is for the same amount as in the appropriation for the current year. The amount expended for these purposes during the fiscal year ending June 30, 1876, was \$37,159.01; and, considering the natural increase of the registry business, the estimate will not appear unreasonable.

POST-OFFICE AND DEAD-LETTER ENVELOPES.

For post-office and dead-letter envelopes..... \$42,150

In the above estimate, post-office and dead-letter envelopes, now appropriated for separately, are taken together, for the reason that both kinds are furnished under the same contract, and because the dead-letter envelope is really of the same size and grade as one of the items in the series of post-office envelopes. The amount appropriated for post-office envelopes for the present fiscal year is \$40,000, and for dead-letter envelopes, \$2,150; and the estimate, being for the aggregate of these two amounts, shows no increase over present appropriations. The contract for these envelopes, like that for registered-package envelopes, is, by law, let for one year only, and present rates, therefore, are no absolute criterion for the future.

Post-office envelopes are plain (unstamped) envelopes used in post-offices for official business, and dead-letter envelopes are used for returning dead letters to writers.

SHIP, STEAMBOAT, AND WAY LETTERS.

Sections 3913, 3976, 3977, and 3978, of the Revised Statutes make this appropriation necessary to provide for the payment, to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered at the post-office, on arrival in port, for transmission to their destination. On delivery of these letters the party addressed pays, in addition to the usual postage, the amount paid to the said masters or owners; consequently, the amounts paid out come back to the Department.

The amount required for this purpose for the next fiscal year is \$7,500.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

Under this head the Department is supplied with its drafts and warrants used in paying contractors and other creditors, and for the collection of a portion of the balances due the United States by postmasters.

The amount which will be required for this purpose during the next fiscal year is estimated to be \$1,500.

SUMMARY OF ESTIMATES.

The amounts estimated to be required by this bureau for service of the fiscal year ending June 30, 1878, as compared with appropriations for 1876-'77, are shown by the following table :

Items.	Appropriated for 1876-'77.	Estimate for 1877-'78.
Postage-stamps	\$147,762	\$150,747
Expenses of agency	6,900	8,100
Stamped envelopes and wrappers	535,878	616,635
Expenses of agency	16,300	16,300
Postal cards	216,760	303,771
Expenses of agency	6,100	7,300
Registered-package envelopes, &c	40,000	40,000
Post-office and dead-letter envelopes	42,150	42,150
Ship, steamboat, and way letters	7,500	7,500
Engraving and printing drafts and warrants	1,500	1,500
Total	1,020,850	1,194,003
		1,020,850
Increase of estimates, (nearly 17 per cent.)		173,153

OPERATIONS OF THE BUREAU.

The operations of this bureau, through its different divisions, are fully set forth by the following detailed statements :

DIVISION OF FINANCE.

During the fiscal year ended June 30, 1876, there were furnished to this division 3,811 contracts for mail-service, for record upon its books, and 8,312 orders of the Postmaster-General (an increase of 2,304 over last year) recognizing mail-service not under contract, extending or curtailing service, or for the modification of previous orders, which were also recorded.

These contracts and orders furnish complete data by which to insure correct payments to mail-contractors, and consequently make this division a perfect check on the other offices that pass upon contractors' accounts.

Thirty-two thousand eight hundred and fifty (32,850) Auditor's reports (an increase of 2,414 over last year) for pay of mail-contractors and other creditors of the Department, were received, verified, recorded, and paid.

Cash accounts of receipts and disbursements were kept with 45 Treasury depositories, from which were received 980 transcripts of accounts, involving the sum of \$10,552,842.81, against which sum there were drawn, registered, and posted to the proper accounts, 13,456 warrants, (an increase of 1,178 over last year.)

These warrants, each accompanied by a circular-receipt, were mailed to the payees, and the receipts, when returned, entered upon the books to show the delivery of the warrants.

(Table No. 4, attached to this report, shows the cash transactions at Treasury depositories in detail.)

To facilitate the business of the Department, the number of Post-Office depositories was reduced during the year from 128 to 100, at which the receipts and disbursements involved the sum of \$3,307,244.87, divided as follows: Receipts from proceeds of the depositories themselves, \$2,784,217.08; from collection drafts on other offices, \$163,737.10; and from deposits by other offices, \$359,290.69. Against the aggregate accumulation in the depositories, there were drawn and posted to the legitimate accounts 19,446 drafts, (an increase of 1,188 over last year.) In addition to the amount paid out upon drafts, (\$1,594,066.76,) the sum of \$1,647,779.70 was paid to route-agents, postal clerks, mail-messengers, letter-carriers, &c., which sum entered into the accounts kept with the depositories.

The number of statements of account received from the postmasters at these 100 depositories during the year was 1,200.

(Table No. 5 of this report shows the cash transactions at Post-Office depositories in detail.)

The number of depositing offices averaged during the year 2,900, standing on June 30, 1876, at 2,683, from which offices there were received 8,905 certificates of deposit, amounting in the aggregate to \$5,192,681.43, which amount was duly credited to the postmasters making the deposits.

The number of circulars sent out during the year was 19,250; the number of quarterly statements of account furnished to postmasters was 1,775; and the number of letters received and acted upon in the transaction of the business of the division, together with those written, exceeded 2,500.

As shown by the foregoing, there has been a general increase in the work of this division, and, in the natural course of events, it will continue to increase in the future at about the same ratio.

The present force, therefore, should suffer no diminution, but, on the contrary, should be increased as the necessities of the division require.

DIVISION OF POSTAGE-STAMPS, ENVELOPES, AND POSTAL CARDS.

The number of ordinary adhesive postage-stamps issued to postmasters for sale to the public during the year was 698,799,090, valued at \$18,773,454; of newspaper and periodical stamps, 1,290,347, valued at \$945,254.75; of ordinary stamped envelopes, plain, 82,467,000, valued at \$2,280,318.74; of stamped envelopes bearing a return-request, 64,554,500, valued at \$2,079,578.30; of newspaper-wrappers, 18,498,750, valued at \$273,723.50; of postal cards, 150,815,000, valued at \$1,508,150; of official postage-stamps issued to the Executive Departments for official use, 17,682,665, valued at \$663,831.50; and of official stamped envelopes and wrappers, 15,690,155, valued at \$429,110.93; making a total number of 1,049,797,507, and a total value of \$26,963,421.72. The increase in value of ordinary postage-stamps was \$501,975, or 2.74 per cent.; of newspaper and periodical stamps, \$129,352.28, or 15.85 per cent.; of ordinary stamped envelopes, plain, \$234,207.39, or 11.44 per cent.; of special-request stamped envelopes, \$287,892.05, or 16.06 per cent.; of postal cards, \$431,990, or 40.14 per cent.; and of official stamped envelopes and wrappers, \$74,588.75, or 21.03 per cent.

There was a decrease of \$12,956.24, or 4.50 per cent., in ordinary newspaper-wrappers, and of \$171,138.75, or 20.49 per cent., in official postage-stamps.

To sum up, the net increase in the value of ordinary issues was \$1,572,460.48, or 6.47 per cent.

The increase, including the issues for official use, was \$1,475,910.48, or 5.79 per cent.

There were also issued within the year 4,025,450 registered-package envelopes, 8,673,975 post-office envelopes, and 1,572,000 dead-letter envelopes; total, 14,271,425.

The number of requisitions filled was as follows: For ordinary postage-stamps, 104,037; for newspaper and periodical stamps, 7,212; for official postage-stamps, 39,035; for ordinary stamped envelopes and wrappers, plain, 49,969; for special-request stamped envelopes, 66,190; for official stamped envelopes, 3,059; for postal cards, 43,103; for registered-package envelopes, 41,640; and for post-office envelopes, 39,865.

The increase in the number of requisitions filled during the last over the previous fiscal year, for ordinary postage-stamps, was 6,865, or 7 per cent.; for newspaper and periodical stamps, 2,040, or 39.4 per cent.; for ordinary stamped envelopes and wrappers, plain, 6,296, or 14.4 per cent.; for special-request stamped envelopes, 12,950, or 24.3 per cent.; for official stamped envelopes, 130, or 4.4 per cent.; for postal cards, 12,135, or 39.1 per cent.; for registered-package envelopes, 5,170, or 14.1 per cent.; and for post-office envelopes, 3,940, or 10.9 per cent.

There was a decrease of 222 in the number of requisitions for official postage-stamps.

The total number of requisitions filled was 394,110, a net increase of 49,304, or 14.2 per cent.

The number of packages of ordinary postage-stamps forwarded was 105,343, an increase of 6,695, or 6.78 per cent.; of newspaper and periodical stamps, 7,093, an increase of 1,920, or 37.11 per cent.; of ordinary stamped envelopes and wrappers, 69,019, an increase of 6,920, or 11.11 per cent.; of stamped envelopes bearing a return-request, 51,500, an increase of 9,301, or 22.04 per cent.; of postal cards, 53,231, an increase of 20,600, or 63.13 per cent.; of official postage-stamps, 38,711, an increase of 101, or 2.6 per cent.; of official stamped envelopes and wrappers, 6,886, an increase of 446, or 6.92 per cent.; of registered-package envelopes, 42,440, an increase of 5,210, or 13.99 per cent.; and of post-office envelopes, 40,436, an increase of 4,004, or 19.99 per cent.

The losses in transit during the year were unusually small, consisting of four packages of postage-stamps, valued at \$129; one package of stamped envelopes, valued at \$8.45; and two packages of postal cards, valued at \$10. This trifling loss of only seven packages, valued at \$147.45, out of 331,783 packages, representing an aggregate value of \$26,953,421.72, furnishes an excellent illustration of the reliability of the registry system as a means of conveyance for valuable matter.

Under the act of Congress approved June 23, 1874, to take effect January 1, 1875, requiring prepayment of postage on newspapers and periodical publications mailed from known offices of publication or news-agencies to regular subscribers or news-agents, the amount of postage collected during the fiscal year was \$1,014,154.27, or \$788,891.98 on 39,444,599 pounds of matter at 2 cents per pound, and \$225,262.29 on 7,508,743 pounds at 3 cents per pound. The amount collected during the six months ending June 30, 1875, was \$486,443.49, and the increase is therefore at the rate of \$41,267.29, or 4.24 per cent. per annum.

The New York office alone, during the year, mailed 12,724,015 pounds at 2 cents per pound, and 3,113,842 pounds at 3 cents per pound, a total of 15,837,857 pounds and of \$347,895.56, and an increase at the rate of \$12,286.24, or 3.66 per cent., per annum.

The system of prepayment of second-class matter has given such general satisfaction, and is so manifestly the true one, that no change in the present law is recommended.

During the past two years considerable attention has been given to the examination of mechanical devices and so-called indelible inks intended for the better cancellation of postage-stamps, so as to prevent their reuse, but without satisfactory results. The truth is, that the only means of preventing frauds in the use of washed stamps lies in the exclusive use of stamped envelopes, which, I am satisfied, would result in an annual saving to the postal revenues of from \$1,000,000 to \$2,000,000.

No changes in the series of postage-stamps or stamped envelopes have been made during the year, except the addition of the No. 4½ commercial size stamped envelope, to which reference was made in my report of last year, and of centennial envelopes, to be alluded to presently.

The commercial envelopes have fully justified the expectation formed of them, the number issued during the year being 17,651,750, or a little more than 12 per cent. of the entire number of envelopes issued. In popularity this size already ranks next to the full-letter and extra-letter sizes, and the indications are that it will take the lead of both of these.

The style of paper and design of postal cards were changed about the 1st of October of last year, with what results will be shown in the increased issues.

To illustrate the process of manufacturing stamped envelopes, the contractors at Hartford early in the year proposed to put one of their improved envelope-machines in the space devoted to the Post-Office Department in the Government building on the Centennial grounds at Philadelphia, and keep it in operation during the continuance of the exhibition without expense to the Department. The proposition was accepted, and a machine, handsomely ornamented, was in almost constant operation, during exhibition hours, from the opening on the 10th May to the 10th November. This machine, with the exception of cutting the blanks or patterns, performs the entire operation of manufacture, folding, stamping, gumming, and, if desired, printing a return-request. Attached to it is an automatic counter, separating the envelopes into packages of 25.

To specially distinguish these envelopes there was adopted for them an entirely new and appropriate design of stamp in the form of a shield inclosing mounted post-boy, train of cars, and telegraph-pole and wires as the principal figures. The paper used has its own distinctive watermark.

These envelopes are styled centennial stamped envelopes. They are of two sizes, No. 3 full letter, and No. 4½ commercial; of but one grade of paper, first quality, white; and of but one denomination, 3 cents.

The design is the same on both sizes of envelopes, the only difference being that the full-letter size are printed in green and the commercial in vermilion.

It was at first intended to confine the issue of these envelopes to the post-office at Philadelphia, but there was immediately such a general demand for them that the privilege of obtaining them was extended to every post-office in the country.

The issues consisted of 4,775,000 of the full-letter size and 4,227,000 of the commercial size, a total of 9,002,000, of which 5,201,250 were plain and 3,800,750 printed with special return-requests.

The centennial envelopes were furnished by the contractors at the same prices as the corresponding sizes and grades of the ordinary series, and sold to the public at the ordinary rates.

Their issue was discontinued on the 10th November, when the exhibition closed; but those outstanding will of course continue to be valid for postages.

As was expected, the envelope-machine proved to be one of the most attractive features of the Government exhibit, if not of the entire exhibition, being constantly surrounded by large crowds of people while at work. That it had a good effect in encouraging the sale of stamped envelopes is shown by the fact that during five consecutive days in August, when the machine was idle through the illness of one of the operatives, the sales of envelopes at the centennial branch post-office fell down to an average of \$30 per day from a daily average of \$150 for the five days immediately preceding.

There is reason to believe that many of the envelopes were purchased as souvenirs, and will never be used for postages.

Another interesting feature of the post-office exhibit at the Centennial was a handsomely framed collection of specimens of all the postage-stamps and stamped envelopes ever issued by the Department.

The operations of the stamp division are, in their very nature, of the highest importance, nearly the whole revenue of the Department being derived from postage-stamps, stamped envelopes, and postal cards.

The issues during the last fiscal year represented a value of nearly \$27,000,000, and the expenditures for material were upwards of 1,000,000.

To properly conduct the work of the division requires the greatest care and fidelity, to the exercise of which I am glad to be able to bear the most flattering testimony. As the principal business of the division consists in filling requisitions, so the increase in the number of requisitions may be accepted as a criterion of the increase of work. There is, of course, much incidental work in conducting the necessary correspondence, in the preparation of permanent records, the auditing of postmasters' returns of official stamps and envelopes, the adjustment of damaged and unsalable stock returned, and of losses by fire and in the mails, and in other details not necessary to be specified, all of which work increases with the number of requisitions handled.

As before stated, the total number of requisitions filled during the last fiscal year was 394,110, or an increase at the rate of 14.2 per cent. over the previous year. The increase over the fiscal year ending June 30, 1873, was 184,874, or a little over 88 per cent., so that the requisitions have nearly doubled within a period of three years. During this time the increase of clerical force has not kept pace with the increase of work; and, indeed, the division has recently suffered a slight decrease in numbers in contributing its quota to the reductions occasioned by Congress at its last session—a diminution that it was but illly able to sustain.

The work is now carried on only through extraordinary effort; and it is very certain that additional help will be necessary to properly conduct it in the future, and equally certain that it would be mistaken economy to withhold any of the force required for work of this character.

DIVISION OF DEAD-LETTERS.

The number and description of letters received and disposed of in this division during the year, and the value and character of the contents, are fully shown by tables Nos. 10, 11, and 12, submitted herewith for your consideration.

The reduction in the number of letters received is explained by the

facts, 1st, that the use of envelopes bearing requests or business cards is becoming more general, and thus postmasters are enabled to return an increased number of unclaimed letters direct to the writers; 2d, the increased efficiency of the letter-carrier service in large cities; and, 3d, the action of this office in calling the attention of postmasters to cases of mistreatment of correspondence, and thereby providing against a repetition of the error. The present manner of treating held-for-postage letters, which was introduced in April, 1875, and referred to in my last report, viz, holding them in the dead-letter office unopened, and requesting the addressees to furnish the necessary postage, has proven a success in this, that the Department now receives its revenue upon this class of letters, and yet does not encourage the non-payment of postage by the writers, the delay in delivery being a sufficient hardship to incite greater precaution in posting letters. Of the 307,559 held-for-postage letters received, 20,255 were either also misdirected or addressed to foreign countries to which prepayment of postage is imperative, and hence were opened and returned to the writers; 278,357 were treated with notice to addressees, and of these 203,203 were successfully delivered unopened; the balance, 68,201, were finally opened, after having been held the usual period subject to the order of the addressees. There is, of course, some complaint made to the office against this plan, and it is not surprising, for most persons who receive notice of the detention of these letters would be glad to have them promptly forwarded and pay the deficient postage on delivery, and hence cannot see the propriety of the delay imposed by the Department. But the system has proven to be less objectionable to the public than the former one, and is believed to be the best that can be devised under the present law requiring prepayment of at least one full rate on all letters mailed. The apparent material reduction in the value of letters received during the year is explained by the fact that so many of these unpaid letters, which are always proportionately more valuable than any other class, were not opened during the year. Every thing of value is restored to the sender, if possible; and in case of valuable letters, the proportion of those delivered is very large; but of packages of third-class matter, upon which the sender is not allowed to write his name, the proportion delivered is much less. An effort has been made, however, to discover some clue to the owners, and with such success that of 8,577 articles sold at auction in January last, but one has subsequently been applied for, and that was a registered package. The present law, passed since the close of the year, allowing the senders of third-class matter to write their names upon the wrappers, will make the return of such matter much more feasible.

I would repeat my recommendation of last year, that some means be adopted for ascertaining approximately the number of letters mailed in the United States annually. Not only would this information add greatly to the value of the statistics of the Department, but furnish a means of contrasting the number delivered with those lost, and thus serve to silence the few irritable persons who stand ready to condemn the whole Post-Office establishment whenever a single letter fails to reach its destination with the usual dispatch, no matter whether the writer deposited it in a street letter-box or the town pump.*

The whole number of applications made to this office for missing let-

* Recently some workmen, in removing an old pump in this city, found the stock stuffed with all sorts of rubbish, and among other things several letters; the pump with its slot, from which the handle had long since been removed, having been mistaken for a street letter-box.

ters during the year was 8,405, and in 2,975 of these cases the search was successful.

The amount of money taken from letters which could not be restored to the owner was \$6,052.53. Amount realized from sale of Dead-Letter Office property at auction in January last, \$2,853.17.

DIVISION OF REGISTERED LETTERS.

For the first time in the history of the registered-letter system this office presents a detailed statement of its operations. Table No. 13, accompanying this report, shows the number of domestic and foreign letters registered in each State and Territory, together with the fees received thereon, for the fiscal year ended June 30, 1876.

Four million seven thousand eight hundred and seventeen letters were registered during the year, and the fees received thereon amounted to \$335,416.60. An analysis of this gratifying aggregate shows that of the letters registered upon which fees were paid 3,198,931 were domestic; 155,235 were sent to foreign countries; and 653,651 were transmitted through the mails without payment of the registry fee. All the packages of postage-stamps, stamped envelopes, and postal cards sent by the Department to postmasters are included in the free list.

The following statement exhibits the number of letters registered in each State and Territory during the year, viz :

Alabama	41, 110	New York	602, 499
Arkansas	33, 085	North Carolina	72, 542
California	100, 954	Ohio	230, 256
Colorado	28, 629	Oregon	18, 476
Connecticut	176, 101	Pennsylvania	274, 940
Delaware	6, 211	Rhode Island	17, 302
Florida	21, 725	South Carolina	36, 056
Georgia	59, 939	Tennessee	61, 195
Illinois	263, 934	Texas	86, 807
Indiana	150, 673	Vermont	51, 701
Iowa	168, 625	Virginia	70, 177
Kansas	68, 931	West Virginia	38, 746
Kentucky	60, 057	Wisconsin	146, 197
Louisiana	51, 335	Alaska Territory	166
Maine	76, 717	Arizona Territory	5, 053
Maryland	42, 886	Dakota Territory	10, 466
Massachusetts	184, 603	District of Columbia	81, 260
Michigan	154, 604	Idaho Territory	7, 446
Minnesota	83, 625	Indian Territory	4, 911
Mississippi	46, 043	Montana Territory	9, 047
Missouri	153, 490	New Mexico Territory	8, 252
Nebraska	48, 914	Utah Territory	17, 432
Nevada	20, 509	Washington Territory	8, 493
New Hampshire	40, 043	Wyoming Territory	10, 163
New Jersey	56, 347		

The losses of registered matter have been very small. Of the total number of letters transmitted, only 1,049, or about one in every 4,000, were absolutely lost. These losses occurred from various causes; some by robberies of the mail, others by the burning of postal cars and of post-offices—most of them by unavoidable casualties to the service—and no trace of the letters or their contents ever obtained.

The revenues of the Department from the registered-letter system can, I am confident, be materially increased, but it cannot be done without the employment of an additional force of clerks. If postmasters were fully and promptly supplied with blanks and instructions, enabling them to comply with all applications to register letters, there would be at once a large increase in the business. With the present available

force it is impossible to do this. I therefore earnestly recommend an increase over the number now employed, of one clerk of class three, two of class one, and two laborers. With this additional expense of about \$6,500 a year, I do not hesitate to say that the fees could be increased so that the revenues from the registration of letters would, within three years at the longest, amount to at least a half million dollars annually.

An important feature has been added to this branch of the service during the past year by the introduction of the "through registered pouch system," which was established July 1, 1875, and is now in successful operation throughout various sections of the country; embracing at present twenty-eight pouch offices, seventeen of which exchange with the New York office. The advantages arising from the system cover a large field of detail; but I may briefly say, that having been subjected to a most thorough and critical test, it is found to have eminently fulfilled the objects for which it was inaugurated, to wit, affording additional protection to valuable registered matter in transit; relieving the railway mail-service on main lines by preventing accumulation of registered packages; limiting the possibility of tampering with registered packages, and also the field of investigation in case of its occurrence; insuring certainty of transmission between terminal points; preventing numerous handlings of registered packages and hurried transfers at connecting points; and in short, clearly establishing the fact, as shown by its operations since its inauguration, that it is productive of excellent results, and furnishes a foundation on which to improve the registered-letter system, and extend its benefits to the public and the service.

Appended to this paragraph is a schedule, showing the total number of through registered pouches received and dispatched, together with the total number of registered packages received and sent from the post-office at New York City, from July 2, 1875, to June 30, 1876, as a partial indication of the workings and importance of the system.

Schedule.

Regular pouches sent.....	4,587	Number of packages sent.....	117,007
Regular pouches received.....	4,380	Number of packages received....	77,508
Transit pouches received.....	1,470	Number of packages in transit..	12,332
<hr/>		<hr/>	
Total pouches handled.....	10,437	Total packages in pouches....	206,847

In the very elaborate and satisfactory report accompanying the above exhibit from the office referred to, the postmaster thereat takes occasion to say that, with an average of nearly twenty-nine packages in each pouch, or an average of two hundred and thirty-five packages pouched daily, (Sundays included,) not a single loss or error has occurred, and urgently recommends the extension of the system throughout all parts of the country where needed. Similar reports have been received from all the other offices, reiterating in substance what has already been said, in commendation of the "through registered pouch system."

DIVISION OF FILES, RECORDS, AND MAILS.

The number of official letters received and disposed of by this division during the year amounted to 928,000.

Of the number received 28,872 were briefed, recorded, and, after being acted upon, filed; and 7,206 letters written in the bureau were copied, enveloped, and stamped for mailing.

The number of circulars stamped and sent out was 137,600.

The number of employés in this division is only four; and, taking into consideration that three of them were at times engaged on other duties, it will be seen that the amount of work performed, in proportion to the number employed, has been extremely large.

Very respectfully, &c.,

EDWARD W. BARBER,
Third Assistant Postmaster-General.

Hon. JAS. N. TYNER,
Postmaster-General.

No. 2.—*Estimate of indebtedness of the Post-Office Department for fiscal year ended June 30, 1876, not yet adjusted.*

Balances due foreign countries		\$33,253 20
Mail-service under contract or recognized, but not yet reported for payment		989,069 50
Mail-service unrecognized—		
Fiscal year ended June 30, 1875	\$198,744 00	
Fiscal year ended June 30, 1876	154,280 85	
		<hr/> 353,024 85
		1,375,347 55

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, and June

RECEIPTS.

	Quarter ended September 30, 1875.	Quarter ended December 31, 1875.	Quarter ended March 31, 1876.	Quarter ended June 30, 1876.
Letter-postage paid in money.....	\$49,539 24	\$58,937 79	\$65,548 97	\$50,766 37
Book, newspaper, and pamphlet postage.....	148 50	48 69	13 87	.....
Box-rents and branch offices.....	330,607 39	325,963 73	321,478 70	327,877 23
Fines and penalties.....	756 05	1,028 13	989 77	584 06
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards.....	6,286,129 29	6,832,277 81	7,002,974 39	6,758,136 61
Dead-letters.....	2,866 53	4,380 17	893 00	1,749 50
Miscellaneous.....	7,735 71	7,974 78	6,739 25	7,287 13
Revenue from money-order business.....	.....	.....	.....	190,770 84
	6,677,782 71	7,230,611 10	7,398,637 95	7,337,165 74

Comparison, including revenue from money-order business and official stamps:

Increase of receipts over year ended June 30, 1875, \$1,852,536.91, or 6.4 + per cent.

Increase of receipts over year ended June 30, 1874, \$2,167,125.68, or 7.5 + per cent.

EXPENDITURES.

Compensation of postmasters.....	\$1,777,353 76	\$1,825,059 83	\$1,931,130 00	\$1,863,854 32
Compensation of postmasters, previous years, act March 3, 1875.....	762 65	376 78	42 00	.....
Compensation of clerks for post-offices.....	864,423 11	864,970 19	854,852 43	896,484 42
Compensation of letter-carriers and incidental expenses.....	490,951 02	497,399 97	497,304 53	495,139 50
Wrapping-paper.....	3,177 22	8,204 80	3,412 50	3,412 50
Twine.....	10,046 40	12,939 39	11,474 50	4,258 00
Postmarking and cancelling stamps.....	2,528 05	1,711 37	2,776 73	1,841 75
Letter-balances.....	677 56	2,123 64	5 13	1,101 06
Rent, light, and fuel for post-offices.....	86,572 09	98,309 53	98,301 77	107,239 38
Stationery.....	11,554 31	9,733 27	11,798 69	10,226 56
Furniture for post-offices.....	5,050 70	4,971 00	5,930 01	5,547 56
Miscellaneous.....	19,125 73	17,561 18	14,324 18	25,011 57
Inland mail transportation.....	3,734,087 96	3,827,899 35	3,564,207 48	3,619,651 16
Compensation of railway post-office clerks.....	287,916 29	296,528 31	319,628 56	320,377 03
Compensation of route-agents.....	230,209 06	238,085 59	232,038 04	239,819 28
Compensation of mail-route messengers.....	38,278 28	35,959 69	36,288 89	36,625 41
Compensation of local agents.....	25,028 21	25,581 09	25,458 71	25,745 26
Compensation of mail-messengers.....	152,568 01	160,321 19	161,067 10	158,691 73
Mail-locks and keys.....	901 25	10,892 30	3,916 15	.....
Mail-bags and catchers.....	34,286 77	62,395 25	64,009 83	45,825 64
Post-route maps.....	8,855 60	8,278 46	6,528 86	.....
Mail depredations and special agents.....	36,631 71	33,620 40	35,919 66	12,305 17
Postage-stamps.....	28,468 43	28,466 16	52,711 71	11,141 78
Distribution of postage-stamps.....	2,067 35	1,508 50	988 74	436 26
Stamped envelopes and newspaper-wrappers.....	109,898 98	109,444 82	109,027 69	30,228 65
Distribution of stamped envelopes and newspaper-wrappers.....	3,205 43	2,929 48	2,625 28	1,260 97
Postal cards.....	59,050 10	53,392 59	56,016 42	13,663 68
Distribution of postal cards.....	1,760 34	771 08	1,076 10	420 32
Registered-package envelopes, locks, and seals.....	1,350 66	6,790 29	11,196 03	12,830 61
Official envelopes for postmasters.....	3,735 95	2,878 40	5,242 48	3,566 48
Dead-letter envelopes.....	.....	763 00	696 00	800 40
Ship, steamboat, and way letters.....	1,329 43	971 70	844 17	926 53
Fees to United States marshals, attorneys, clerks of court, and counsel.....	743 98	1,192 27	2,001 74	965 29
Engraving, printing, and binding drafts and warrants.....	376 25	408 25	965 00	1 50
Advertising.....	30,910 98	19,458 56	4,026 25	32,459 35
Miscellaneous.....	361 73	173 58	474 15	611 05
Foreign mail transportation.....	52,844 57	65,038 12	60,557 86	50,682 71
Balances due foreign countries.....	24,728 76	323 09	4,325 21	3,876 14
Official postal guides.....	6,500 62	2,965 52	6,515 64	2,971 05
Subsidies—China and Brazil lines.....	162,500 00	125,000 00	125,000 00	125,000 00
	8,310,319 30	8,465,411 99	8,322,706 22	8,165,050 07

REPORT OF THE POSTMASTER-GENERAL.

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for the fiscal year ended June 30, 1876, compared with fiscal years ended June 30, 1875, 30, 1874.

RECEIPTS.

Total, year ended June 30, 1876.	Total expenditures for previous fiscal years.	Total, year ended June 30, 1875.	Compared with year ended June 30, 1875.		Total, year ended June 30, 1874.	Compared with year ended June 30, 1874.	
			Increase.	Decrease.		Increase.	Decrease.
\$224, 792 37	\$226, 969 04	.....	\$62, 176 67	\$326, 295 25	.....	\$101, 502 89
211 06	579, 364 95	.....	579, 153 89	1, 392, 374 06	.....	1, 392, 163 00
1, 305, 927 05	1, 270, 554 23	\$35, 372 82	.....	1, 226, 925 85	\$79, 001 20	.....
3, 355 01	14, 286 29	.....	10, 928 28	10, 711 12	.....	7, 353 11
26, 879, 512 10	24, 490, 942 23	2, 388, 569 87	.....	23, 388, 722 20	3, 490, 789 90	.....
9, 889 20	9, 120 00	709 20	.....	8, 721 00	1, 168 20	.....
29, 736 87	19, 921 76	9, 815 11	.....	18, 124 22	11, 612 65	.....
190, 770 84	120, 142 09	70, 628 75	.....	105, 198 12	85, 572 72	.....
28, 644, 197 50	26, 791, 360 59	2, 505, 095 75	652, 258 84	26, 477, 071 82	3, 668, 144 67	1, 501, 018 99
26, 791, 360 59	652, 258 84	.....	26, 644, 197 50	1, 501, 018 99	.....
1, 852, 836 91	1, 852, 836 91	.....	2, 167, 125 68	2, 167, 125 68	.....

Comparison, excluding revenue from money-order business and official postage-stamps :

Increase of receipts over year ended June 30, 1875, \$1,650,493.41, or 5.7 + per cent.

Increase of receipts over year ended June 30, 1874, \$2,813,542.33, or 9.9 + per cent.

EXPENDITURES.

\$7, 397, 397 91	\$15, 937 49	\$7, 049, 935 77	.....	\$5, 818, 472 17	.....
1, 175 43	1, 175 43	298, 187 33	.....	.....	.....
3, 480, 730 15	763 90	3, 414, 811 26	.....	3, 297, 961 77	.....
1, 980, 795 02	.....	1, 879, 210 11	.....	1, 802, 418 68	.....
18, 207 02	.....	11, 567 10	.....	20, 200 00	.....
38, 718 29	.....	43, 811 57	.....	.....	.....
8, 857 90	.....	5, 943 28	.....	.....	.....
3, 907 39	.....	19, 449 24	.....	.....	.....
390, 422 77	.....	389, 638 85	.....	.....	.....
43, 312 83	.....	39, 427 61	.....	.....	.....
19, 499 27	.....	16, 864 31	.....	32, 711 90	.....
76, 022 66	.....	.....	.....	.....	.....
14, 745, 845 95	424, 343 35	13, 777, 201 20	.....	18, 881, 319 05	.....
1, 223, 750 19	.....	.....	.....	.....	.....
940, 151 97	.....	.....	.....	.....	.....
147, 152 27	.....	.....	.....	.....	.....
101, 813 27	.....	.....	.....	.....	.....
632, 648 03	.....	.....	.....	.....	.....
15, 709 70	.....	31, 811 42	.....	48, 097 25	.....
206, 517 49	29 40	187, 148 08	.....	212, 714 76	.....
23, 662 92	.....	30, 357 91	.....	.....	.....
118, 676 94	.....	150, 693 77	.....	165, 478 63	.....
120, 798 08	.....	.....	.....	.....	.....
5, 050 85	.....	.....	.....	845, 196 08	.....
352, 600 14	.....	724, 186 84	.....	.....	.....
10, 021 16	.....	.....	.....	.....	.....
182, 122 79	.....	.....	.....	.....	.....
4, 027 84	.....	.....	.....	.....	.....
32, 167 59	.....	.....	.....	.....	.....
15, 423 31	.....	.....	.....	.....	.....
2, 279 40	.....	2, 312 42	.....	5, 983 89	.....
4, 071 83	.....	3, 753 18	.....	4, 188 42	.....
4, 903 28	.....	.....	.....	.....	.....
1, 751 00	.....	.....	.....	.....	.....
86, 855 14	.....	168, 381 20	.....	109, 740 68	.....
1, 620 51	.....	178, 434 53	.....	677, 046 35	.....
229, 123 26	.....	.....	.....	.....	.....
33, 253 20	25, 051 85	181, 732 52	.....	204, 884 95	.....
18, 952 83	.....	6, 450 00	.....	.....	.....
537, 500 00	.....	.....	.....	.....	.....
33, 263, 487 58	467, 301 42	33, 611, 309 45	.....	32, 126, 414 58	.....

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 4.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.
Treasurer U. S., Washington, D. C	\$743,756 94		\$343,067 78	\$1,086,824 72	*\$743,756 94
Asst. treasurer U. S., Baltimore, Md.	151,838 99		50,000 00	201,838 99	151,838 99
Asst. treasurer U. S., Boston, Mass.	570,600 87		25,000 00	595,600 87	570,600 87
Asst. treasurer U. S., Charleston, S. C	28,696 01		300,000 00	328,696 01	28,696 01
Asst. treasurer U. S., Chicago, Ill.	263,636 23		1,250,000 00	1,513,636 23	263,636 23
Asst. treasurer U. S., Cincinnati, Ohio.	260,082 51			260,082 51	260,082 51
Asst. treasurer U. S., New Orleans, La.	64,557 19		375,000 00	439,557 19	64,557 19
Asst. treasurer U. S., New York, N. Y.	2,297,402 11	\$5,089,776 50	400,000 00	7,787,178 61	7,387,178 61
Asst. treasurer U. S., Philadelphia, Pa.	533,511 76			533,511 76	533,511 76
Asst. treasurer U. S., San Francisco, Cal.	307,440 75			307,440 75	307,440 75
Asst. treasurer U. S., Saint Louis, Mo.	222,214 37		875,000 00	1,097,214 37	222,214 37
Designated depository, Buffalo, N. Y.	1,000 00			1,000 00	1,000 00
Designated depository, Pittsburgh, Pa.					
Designated depository, Santa Fé, N. Mex.	220 90			220 90	220 90
First Nat'l Bank, Denver, Colo.					
First Nat'l Bank, Dubuque, Iowa.	285 30			285 30	285 30
First Nat'l Bank, Galveston, Tex.	4,527 22			4,527 22	4,527 22
First Nat'l Bank, Leavenworth, Kans.	1,180 99			1,180 99	1,180 99
First Nat'l Bank, Memphis, Tenn.	252 38			252 38	252 38
First Nat'l Bank, Nashville, Tenn.	1,465 84			1,465 84	1,465 84
First Nat'l Bank, Portland, Oreg.	1,387 28			1,387 28	1,387 28
First Nat'l Bank, Portsmouth, N. H.	560 00			560 00	560 00
First Nat'l Bank, Providence, R. I.					
First Nat'l Bank, Richmond, Va.	32 20			32 20	32 20
First Nat'l Bank, Springfield, Ill.	699 28			699 28	699 28
First Nat'l Bank, Saint Paul, Minn.	179 71			179 71	179 71
First Nat'l Bank, Trenton, N. J.					
First Nat'l Bank, Yankton, Dak.	92 07			92 07	92 07
Second Nat'l Bank, Detroit, Mich.	125 00			125 00	125 00
Second Nat'l Bank, New Haven, Conn.					
Merchants' Nat'l Bank, Cleveland, Ohio.	193 85			193 85	193 85
Merchants' Nat'l Bank, Little Rock, Ark.	3,748 12			3,748 12	3,748 12
Merchants' Nat'l Bank, Portland, Me.	10 00			10 00	10 00
Merchants' Nat'l Bank, Savannah, Ga.	876 21			876 21	876 21
Atlanta Nat'l Bank, Atlanta, Ga.	440 00			440 00	440 00
Charter Oak Nat'l Bank, Hartford, Conn.					
City Nat'l Bank, Grand Rapids, Mich.	267 19			267 19	267 19
Colorado Nat'l Bank, Denver, Colo.	273 00			273 00	273 00
East Tenn. Nat'l Bank, Knoxville, Tenn.	36 59			36 59	36 59
Exchange Nat'l Bank, Norfolk, Va.	50 00			50 00	50 00
Indianapolis N'l B'k, Indianapolis, Ind.	978 20			978 20	978 20
German Nat'l Bank, Memphis, Tenn.	478 30			478 30	478 30
Nat'l Exchange Bank, Milwaukee, Wis.					
Raleigh Nat'l Bank, Raleigh, N. C.					
San Antonio N'l B'k, San Antonio, Tex.	68 95			68 95	68 95
Total	5,463,166 31	5,089,776 50	3,618,067 78	1,417,010 59	10,532,942 81

Comparative statement between fiscal years

Deposits for fiscal year of 1876	\$5,463,166 31
Deposits for fiscal year of 1875	4,809,392 92
Increase in deposits for 1876	653,773 39
Grants from the Treasury for 1875	\$7,900,534 80
Grants from the Treasury for 1876	5,089,776 50
Decrease in grants for 1876	2,810,758 30
Aggregate receipts for 1875	12,709,927 72
Aggregate receipts for 1876	10,532,942 81
Decrease in aggregate receipts for 1876	2,156,984 91
Increase of grants from Treasury for 1875	2,810,758 30
Deduct increase of deposits for 1876	653,773 39
Balance	2,156,984 91
Increase of receipts for 1876	852,387 13
Decrease of receipts for 1876	196,613 74
Increase for 1876, as shown above	653,773 39

depositories during the fiscal year ended June 30, 1876.

Increase of receipts over 1875.	Decrease of receipts from 1875.	Warrants drawn.	Increase over 1875.	Decrease from 1875.	Transfer account.		Balance subject to draft June 30, 1876.
					From—	To—	
\$407,201 84		\$793,206 53		\$94,931 17	\$400,000 00	\$343,067 78	\$11,224 92
	\$699 01	229,967 14		62,055 76		50,000 00	31,510 67
	15,173 33	622,039 25	\$24,388 15			25,000 00	60,451 82
	7,090 80	329,291 01		5,755 17		300,000 00	20,486 43
204,920 46		1,459,350 59	198,446 43			1,250,000 00	70,600 73
	60,684 26	285,342 13		105,692 07	50,000 00		49,930 81
690 35		433,094 17		63,664 77		375,000 00	39,078 53
68,492 96		5,146,591 17		702,380 12	3,150,000 00	400,000 00	298,452 78
25,839 41		461,732 44	7,796 75				214,015 08
	81,461 10	350,274 68		2,039 82			43,016 15
135,769 18		1,084,042 06	76,222 12			875,000 00	17,153 53
	362 96				850 00		500 00
	923 75						
	516 50				510 90		
	1,188 52						
285 30					285 30		
1,587 72					3,526 81		2,759 99
1,180 99					1,118 24		62 75
	2,710 26				2,432 02		252 38
	492 61				2,117 36		861 83
1,176 14					823 87		583 66
560 00					560 00		
	561 60						
32 20							32 20
170 15					435 98		699 28
60 06					179 71		
	1,221 27						
	610 16				92 07		
	200 00				325 00		125 00
	349 60						
	24 64				45 00		148 85
3,714 87					840 82		2,824 36
9 00					11 00		
	20,911 63				789 11		87 10
43 30					415 00		25 00
	512 60						
267 19					267 19		
273 00							273 00
36 59							36 59
33 05							50 00
43 37					579 05		922 25
	945 30				1,794 40		
	50 00						
	1,903 94						
	18 90				68 95		
852,387 13	198,613 74	11,124,924 17	306,853 45	1,036,518 88	3,618,067 78	3,618,067 78	866,175 69

of 1875 and 1876 at Treasury depositories.

Warrants drawn for 1875	\$11,854,589 60
Warrants drawn for 1876	11,124,924 17
Decrease of warrants for 1876	\$1,036,518 88
Deduct increase of warrants for 1876	306,853 45
	729,665 43
Balance subject to draft June 30, 1875	1,427,689 69
Balance subject to draft June 30, 1876	866,175 69
Decrease for 1876	561,513 93
Total number of warrants issued during fiscal year 1876	13,456
Total number of warrants issued during fiscal year 1875	12,978
Increase for 1876	1,178

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

No. 5.—Receipts and disbursements at depository post-offices, on account of the fiscal year ended June 30, 1876.

Office.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulations.	Amount subject to draft June 30, 1875.	Credit-balance June 30, 1875.	Total.	Disbursements.	Amount subject to draft June 30, 1876.	Credit-balance June 30, 1876.
Adrian.....	Michigan.....	\$5,150 80	\$676 75	\$18 99	\$5,855 54	\$2,111 77	.....	\$7,967 31	\$6,659 53	\$1,307 78	.....
Albany.....	New York.....	98,740 64	27,503 83	.....	126,244 47	17,388 30	.....	143,632 77	137,154 95	6,477 82	.....
Albia.....	Iowa.....	2,003 97	1,070 42	126 42	3,207 81	449 73	.....	3,657 54	2,119 45	1,538 09	.....
Atlanta.....	Georgia.....	26,853 90	5,580 40	1,450 34	33,573 63	5,639 05	\$1 22	33,571 81	34,175 32	6,034 37	\$603 51
Auburn.....	New York.....	29,513 39	1,132 19	65 47	30,651 05	3,418 56	.....	34,069 61	35,529 56	.....	.....
Augusta.....	Maine.....	24,639 76	880 70	74 81	25,520 27	3,418 03	.....	29,255 13	32,141 42	6,113 73	.....
Austin.....	Texas.....	20,230 74	2,575 30	2,575 30	22,806 04	2,575 30	.....	20,713 97	20,473 27	3,946 52	.....
Bangor.....	Maine.....	14,283 53	1,911 13	15 76	16,210 03	908 86	.....	17,118 89	16,335 26	783 63	.....
Batavia.....	New York.....	3,270 53	41 42	.....	3,311 95	2,831 94	.....	6,143 89	5,168 08	1,575 81	.....
Bay City.....	Michigan.....	17,350 66	6,952 73	287 58	7,232 69	1,779 21	.....	8,998 13	6,868 18	2,129 95	.....
Binghamton.....	New York.....	17,385 86	443 77	.....	17,829 63	1,375 24	.....	25,095 96	23,087 75	2,714 88	.....
Burlington.....	Vermont.....	13,015 53	3,333 36	4,333 36	17,348 59	1,356 86	.....	18,605 45	17,033 93	1,573 52	.....
Charleston.....	Illinois.....	3,301 86	310 25	15 08	3,637 19	1,030 32	.....	4,677 51	4,313 84	363 67	.....
Cleveland.....	Ohio.....	133,874 92	11,793 21	1 67	165,669 80	17,253 49	.....	182,925 29	162,076 74	20,848 55	.....
Columbus.....	do.....	46,498 16	10,323 24	.....	50,820 04	17,303 93	.....	52,863 97	47,921 10	4,662 87	.....
Concord.....	New Hampshire.....	3,361 10	114 45	.....	3,475 55	539 55	.....	4,015 10	2,576 69	1,438 41	.....
Decorah.....	Iowa.....	17,467 37	5,869 77	736 68	24,073 83	1,525 11	.....	25,598 93	25,150 43	448 50	.....
Denver.....	Colorado.....	31,676 82	23,019 50	323 96	55,020 28	3,634 87	.....	58,655 15	45,005 97	13,649 18	.....
Des Moines.....	Iowa.....	144,726 98	3,447 68	.....	148,174 66	15,635 90	.....	163,810 56	144,143 71	19,666 85	.....
Detroit.....	Michigan.....	21,845 40	2,861 48	13 61	24,720 49	508 85	.....	24,311 64	23,773 86	438 78	.....
Dubuque.....	Iowa.....	9,494 38	185 64	.....	9,680 02	9,680 02	.....	9,680 02	7,999 12	1,680 90	.....
East Saginaw.....	Michigan.....	18,846 64	2,463 18	448 95	21,758 77	412 16	.....	22,170 93	22,115 05	55 88	.....
Elmira.....	New York.....	15,760 56	280 03	271 77	16,332 36	15,302 58	.....	15,302 58	14,816 50	392 08	.....
Evansville.....	Indiana.....	2,511 78	927 49	15 30	3,454 57	141 68	.....	3,596 35	3,200 61	395 64	.....
Fort Dodge.....	Iowa.....	14,538 93	1,399 37	.....	15,938 30	517 78	.....	16,456 08	15,465 88	990 20	.....
Fort Wayne.....	Indiana.....	19,914 21	546 80	253 55	20,714 56	933 50	.....	21,648 06	19,105 81	2,542 25	.....
Grand Rapids.....	Michigan.....	41,249 46	8,927 75	537 02	46,714 23	2,518 23	.....	49,232 46	42,671 25	6,561 21	.....
Harrisburgh.....	Pennsylvania.....	84,407 14	4,238 31	1 49	92,646 94	4,437 93	.....	97,084 87	90,066 35	7,018 52	.....
Hartford.....	Connecticut.....	1,243 17	2,356 21	.....	3,599 38	2,964 27	.....	6,563 05	5,915 16	648 49	.....
Houghton.....	Michigan.....	13,567 36	1,774 98	87 93	15,450 18	330 93	.....	15,781 11	15,535 21	245 90	.....
Houston.....	Texas.....	2,042 38	623 54	258 91	2,924 73	271 36	.....	3,196 09	2,906 17	289 92	.....
Huntsville.....	Alabama.....	100,492 92	2,145 39	502 71	103,140 37	1,845 53	.....	105,025 90	102,614 63	2,411 27	.....
Indianapolis.....	Indiana.....	7,241 81	226 50	2,976 07	7,613 70	1,714 61	.....	13,257 17	11,608 75	1,648 42	.....
Jacksonville.....	Florida.....	8,302 20	2,131 63	.....	13,490 90	1,990 20	.....	10,378 03	9,594 96	783 07	.....
Jamestown.....	New York.....	6,298 13	2,063 17	26 52	8,387 82	5,534 90	.....	18,387 90	14,431 50	3,956 40	.....
Kalamazoo.....	Michigan.....	11,152 59	1,564 01	137 60	12,854 20	967 83	.....	6,347 37	5,134 18	1,213 19	.....
Keene.....	New Hampshire.....	5,020 04	888 39	.....	5,908 43	9,067 88	.....	16,562 12	13,297 08	3,265 04	.....
Keokuk.....	Iowa.....	14,237 76	233 27	23 26	14,494 29	2,067 83	.....	16,562 12	13,297 08	3,265 04	.....
Knoxville.....	Tennessee.....	8,580 56	1,770 59	246 08	10,597 23	1,073 76	.....	11,354 45	9,933 74	1,420 71	.....
La Fayette.....	Indiana.....	9,118 79	1,138 24	23 66	10,290 69	1,073 76	.....	11,354 45	12,401 84	1,047 39	.....
Lansing.....	Michigan.....	9,666 60	1,447 38	1,847 32	11,961 30	1,888 37	.....	13,819 67	11,212 38	2,607 29	.....

REPORT OF THE POSTMASTER-GENERAL.

[illegible]

No. 5.—Receipts and disbursements at depository post-offices, &c.—Continued.

Office.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulations.	Amount subject to draft June 30, 1875.	Credit balance June 30, 1875.	Total.	Disbursements.	Amount subject to draft June 30, 1876.	Credit balance June 30, 1876.
Wheeling	West Virginia	\$17,664 36	\$1,413 61	.....	\$19,097 97	\$5,575 19	.....	\$24,673 06	\$22,961 11	\$1,711 95	.....
Williamsport	Pennsylvania	13,576 59	1,217 38	.....	14,093 97	1,935 13	.....	16,029 10	15,063 75	965 35	.....
Winona	Minnesota	6,455 16	1,537 99	\$36 76	8,019 91	1,698 31	.....	8,718 22	7,715 86	1,003 36	.....
Worcester	Ohio	3,905 18	662 21	.....	4,467 39	5,969 71	.....	9,737 10	8,292 72	1,444 38	.....
Worcester	Massachusetts	53,158 88	4,433 97	.....	57,592 85	2,148 76	.....	59,741 61	54,771 03	4,970 58	.....
Zanesville	Ohio	11,099 17	531 96	.....	11,630 43	3,752 86	.....	15,383 29	12,769 44	2,613 85	.....
Total .....	.....	2,784,217 08	359,290 69	163,737 10	3,307,244 87	258,669 33	\$6,493 02	3,359,421 18	3,241,846 46	321,947 66	\$4,372 94

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1876.*
ORDINARY POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS.									Amount.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	
September 30, 1875.....	25, 036, 600	16, 647, 000	112, 466, 600	3, 241, 620	1, 394, 550	1, 243, 620	131, 320	40, 460	4, 100	\$4, 362, 946 00
December 31, 1875.....	30, 909, 700	19, 686, 200	120, 030, 400	2, 033, 420	1, 950, 200	1, 188, 910	263, 840	119, 260	6, 980	4, 723, 143 00
March 31, 1876.....	33, 427, 300	19, 834, 400	120, 640, 200	2, 510, 860	1, 830, 900	1, 970, 530	331, 860	100, 040	9, 380	4, 872, 850 00
June 30, 1876.....	35, 853, 200	18, 280, 000	131, 529, 000	2, 123, 400	1, 949, 850	1, 595, 670	215, 140	89, 680	2, 900	4, 814, 515 00
Total	125, 226, 800	74, 557, 600	474, 666, 200	9, 909, 300	7, 125, 500	5, 998, 730	942, 160	349, 440	23, 360	18, 773, 454 00

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS.												
	2-cent.	3-cent.	4-cent.	6-cent.	8-cent.	9-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	60-cent.	72-cent.
September 30, 1875.....	60, 955	23, 085	30, 495	32, 325	14, 920	5, 920	31, 520	20, 770	16, 830	8, 025	6, 975	6, 025	2, 430
December 31, 1875.....	59, 675	21, 470	28, 030	32, 905	12, 515	3, 630	32, 500	22, 555	18, 335	9, 250	8, 065	6, 475	2, 550
March 31, 1876.....	78, 265	27, 600	35, 750	34, 570	20, 940	6, 680	44, 320	25, 995	22, 925	11, 875	10, 260	10, 530	5, 825
June 30, 1876.....	64, 770	23, 780	31, 350	32, 785	16, 440	6, 420	35, 070	24, 580	22, 960	11, 105	9, 565	9, 280	4, 915
Total.....	263, 665	95, 935	126, 125	125, 585	64, 815	22, 650	146, 410	93, 900	81, 050	40, 255	34, 865	32, 310	15, 720

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS—Continued.											Amount.
	84-cent.	96-cent.	\$1. 92.	\$3. 00.	\$6. 00.	\$9. 00.	\$12. 00.	\$24. 00.	\$36. 00.	\$48. 00.	\$60. 00.	
September 30, 1875.....	2, 790	11, 460	6, 290	6, 719	3, 799	2, 571	2, 219	1, 636	529	333	691	\$261, 974 55
December 31, 1875.....	3, 185	9, 940	5, 215	6, 319	1, 673	1, 424	1, 673	404	515	96	648	184, 949 80
March 31, 1876.....	5, 045	11, 300	7, 050	7, 204	3, 682	1, 781	2, 078	588	439	232	807	243, 701 90
June 30, 1876.....	4, 570	10, 695	6, 415	5, 874	2, 921	1, 576	1, 884	762	618	513	900	254, 688 50
Total	15, 590	43, 395	24, 970	26, 116	12, 075	7, 352	7, 853	3, 390	2, 101	1, 174	3, 046	945, 254 75

REPORT OF THE POSTMASTER-GENERAL.

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.										NEWSPAPER-WRAPPERS.		Amount.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.	2-cent.		
September 30, 1875.....	3,962,500	555,500	13,530,400	171,750	91,700	.....	.....	.....	.....	2,684,250	1,683,750	\$543,514 33
December 31, 1875.....	3,287,500	1,191,000	15,116,000	56,000	58,600	.....	.....	.....	.....	3,031,250	1,575,000	659,028 85
March 31, 1876.....	5,217,750	830,500	15,057,500	41,250	46,900	.....	.....	100	.....	3,412,250	1,567,000	652,165 88
June 30, 1876.....	4,911,250	753,000	15,574,600	91,250	29,750	1,250	350	250	.....	2,577,250	1,986,000	659,339 44
Total	19,389,000	3,330,000	59,328,500	960,250	156,950	1,250	350	350	350	11,845,000	6,653,750	2,554,048 84	

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.						Amount.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	15-cent.	
September 30, 1875	378,000	417,000	14,132,250	4,000	41,000	500	\$492,851 00
December 31, 1875	475,000	549,500	16,090,250	7,500	36,000	500	548,993 45
March 31, 1876	405,500	523,500	15,413,000	5,500	57,000	.....	528,944 35
June 30, 1876	388,000	529,000	15,139,000	2,500	42,500	500	518,789 50
Total	1,640,500	2,012,000	60,764,500	19,500	176,500	1,500	2,079,578 30

POSTAL CARDS.

Quarter ending—	Number of cards.	Amount.
September 30, 1875.....	30,647,500	\$306,475 00
December 31, 1875.....	41,993,500	419,885 00
March 31, 1876.....	40,103,500	401,035 00
June 30, 1876.....	38,075,500	380,755 00
Total.....	150,815,000	1,508,150 00

OFFICIAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS.												Amount.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	\$2.	
September 30, 1875.....	449,700	268,600	3,108,300	561,150	4,600	28,975	35,445	13,570	10,050	23,400	5,700	.....	\$162,057 40
December 31, 1875.....	47,000	29,400	1,890,250	113,400	4,100	9,100	10,900	4,470	7,650	6,900	2,960	.....	74,315 00
March 31, 1876.....	98,200	164,700	2,729,350	175,500	6,110	27,450	32,410	6,070	3,530	17,840	6,625	500	117,610 60
June 30, 1876.....	407,350	451,900	5,293,700	960,000	3,300	207,400	56,850	28,900	24,100	86,950	10,310	.....	309,846 50
Total.....	1,002,250	914,600	13,949,600	1,830,050	18,110	272,925	135,605	53,010	45,330	135,090	25,525	500	663,831 50

OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.										NEWSPAPER-WRAP- FEES.		Amount.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	1-cent.	2-cent.			
September 30, 1875.....	.....	102,500	2,393,400	61,900	.....	.....	.....	.....	600,000	100	.....	.....	\$24,300 42
December 31, 1875.....	.....	146,000	2,957,500	45,000	.....	.....	.....	.....	400,000	.....	.....	.....	99,353 40
March 31, 1876.....	.....	197,500	3,241,350	168,100	.....	.....	.....	.....	600,000	.....	.....	.....	117,826 50
June 30, 1876.....	900	156,000	3,690,150	67,300	25	100	20	10	900,000	.....	.....	.....	127,570 61
Total.....	900	596,000	12,251,400	342,300	25	100	20	10	2,500,000	100	.....	.....	429,110 93

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1876—Continued.*

RECAPITULATION.

Articles.	Whole number.	Value.
Ordinary postage-stamps	698,798,090	\$18,773,454 00
Newspaper and periodical stamps	1,390,347	945,254 75
Ordinary stamped envelopes—plain	82,467,000	2,980,318 74
Ordinary stamped envelopes—request	64,554,500	2,079,578 30
Newspaper-wrappers	18,498,750	273,793 50
Postal cards	150,815,000	1,508,150 00
Official postage-stamps	17,683,665	1,663,831 50
Official stamped envelopes and wrappers	15,690,155	429,110 83
Aggregate	1,949,797,507	26,953,421 72

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

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No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1876.*

Description.	Quarter ending September 30, 1875.	Quarter ending December 31, 1875.	Quarter ending March 31, 1876.	Quarter ending June 30, 1876.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent	25,036,600	30,909,700	33,427,300	35,853,200	125,226,800
Two-cent	16,647,000	19,696,200	19,934,400	18,380,000	74,557,600
Three-cent	112,466,600	120,030,400	120,640,200	121,529,000	474,666,200
Five-cent	3,241,620	2,033,420	2,510,860	2,123,400	9,909,300
Six-cent	1,394,550	1,950,200	1,830,900	1,949,850	7,125,500
Ten-cent	1,243,620	1,188,910	1,970,530	1,595,670	5,998,730
Fifteen-cent	131,320	263,840	331,860	215,140	942,160
Thirty-cent	40,460	119,260	100,040	89,680	349,440
Ninety-cent	4,100	6,980	9,380	2,900	23,360
Value	\$4,362,946 00	\$4,723,143 00	\$4,872,850 00	\$4,814,515 00	\$18,773,454 00
<i>Newspaper and periodical stamps.</i>					
Two-cent	60,955	59,675	79,265	64,770	263,665
Three-cent	23,085	21,470	27,600	23,780	95,935
Four-cent	30,495	26,030	33,750	31,850	126,125
Six-cent	32,325	25,905	34,570	32,785	125,585
Eight-cent	14,920	12,515	20,940	16,440	64,815
Nine-cent	5,920	3,630	6,680	6,420	22,550
Ten-cent	31,520	32,500	44,320	38,070	146,410
Twelve-cent	20,770	22,555	25,995	24,580	93,900
Twenty-four-cent	16,830	18,335	22,925	22,960	81,050
Thirty-six-cent	8,025	9,250	11,875	11,105	40,255
Forty-eight-cent	6,975	8,065	10,280	9,565	34,865
Sixty-cent	6,025	6,475	10,530	9,280	32,310
Seventy-two-cent	2,430	2,550	5,825	4,915	15,720
Eighty-four-cent	2,790	3,185	5,045	4,570	15,590
Ninety-six-cent	11,460	9,940	11,300	10,695	43,395
One-dollar-and-ninety-two-cent	6,290	5,215	7,050	6,415	24,970
Three-dollar	6,719	6,319	7,204	5,874	26,116
Six-dollar	3,799	1,673	3,682	2,921	12,075
Nine-dollar	2,571	1,424	1,781	1,576	7,352
Twelve-dollar	2,219	1,672	2,078	1,884	7,853
Twenty-four-dollar	1,636	404	588	762	3,390
Thirty-six-dollar	529	515	439	618	2,101
Forty-eight-dollar	333	96	232	513	1,174
Sixty-dollar	691	648	807	900	3,046
Value	\$261,974 55	\$184,949 80	\$243,701 90	\$254,628 50	\$945,254 75
<i>Ordinary stamped envelopes.</i>					
One-cent	3,962,500	5,297,500	5,217,750	4,911,250	19,389,000
Two-cent	555,500	1,191,000	830,500	753,000	3,330,000
Three-cent	13,580,400	15,116,000	15,057,500	15,574,600	59,328,500
Five-cent	171,750	26,000	41,250	21,250	260,250
Six-cent	21,700	58,600	46,900	29,750	156,950
Ten-cent				1,250	1,250
Fifteen-cent				350	350
Thirty-cent			100	250	350
Ninety-cent			100	250	350
One-cent wrappers	2,824,250	3,031,250	3,412,250	2,577,250	11,845,000
Two-cent wrappers	1,683,750	1,575,000	1,567,000	1,828,000	6,653,750
Value	\$583,514 33	\$659,022 95	\$652,165 52	\$659,339 44	\$2,554,042 24
<i>Stamped envelopes bearing a request to return letter.</i>					
One-cent	378,000	475,000	405,500	382,000	1,640,500
Two-cent	417,000	542,500	523,500	529,000	2,012,000
Three-cent	14,132,250	16,020,250	15,413,000	15,139,000	60,704,500
Five-cent	4,000	7,500	5,500	2,500	19,500
Six-cent	41,000	36,000	57,000	42,500	176,500
Fifteen-cent	500	500		500	1,500
Value	\$492,851 00	\$548,993 45	\$528,944 35	\$518,789 50	\$2,079,578 30

REPORT OF THE POSTMASTER-GENERAL.

No. 7.—Postage-stamps, stamped envelopes, &c.—Continued.

Description.	Quarter ending September 30, 1875.	Quarter ending December 31, 1875.	Quarter ending March 31, 1876.	Quarter ending June 30, 1876.	Total.
<i>Postal cards.</i>					
One-cent	30, 647, 500	41, 988, 500	40, 103, 500	38, 075, 500	150, 815, 000
Value	\$306, 475 00	\$419, 885 00	\$401, 035 00	\$380, 755 00	\$1, 508, 150 00
<i>Official postage-stamps.</i>					
One-cent	449, 700	47, 000	98, 200	407, 350	1, 002, 250
Two-cent	268, 600	29, 400	164, 700	451, 900	914, 600
Three-cent	3, 108, 300	1, 890, 250	2, 722, 350	5, 528, 700	13, 249, 600
Six-cent	581, 150	113, 400	175, 500	960, 000	1, 830, 050
Seven-cent	4, 600	4, 100	6, 110	3, 300	18, 110
Ten-cent	28, 975	9, 100	27, 450	207, 400	273, 925
Twelve-cent	35, 445	10, 900	32, 410	56, 850	135, 605
Fifteen-cent	13, 570	4, 470	6, 070	28, 900	53, 010
Twenty-four-cent	10, 050	7, 650	3, 530	24, 100	45, 330
Thirty-cent	23, 400	6, 900	17, 840	86, 950	135, 090
Ninety-cent	5, 700	2, 960	6, 625	10, 310	25, 595
Two-dollar			500		500
Value	\$162, 057 40	\$74, 315 00	\$117, 610 60	\$309, 848 50	\$663, 831 50
<i>Official stamped envelopes and wrappers.</i>					
One-cent				200	200
Two-cent	102, 500	146, 000	191, 500	156, 000	596, 000
Three-cent	2, 393, 400	2, 957, 500	3, 241, 350	3, 619, 150	12, 251, 400
Six-cent	61, 900	45, 000	168, 100	67, 300	342, 300
Ten-cent				25	25
Twelve-cent				100	100
Fifteen-cent				20	20
Thirty-cent				10	10
One-cent wrappers	600, 000	400, 000	600, 000	900, 000	2, 500, 000
Two-cent wrappers	100				100
Value	\$84, 300 42	\$99, 353 40	\$117, 886 50	\$127, 570 61	\$429, 110 93

RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps	698, 799, 090	\$18, 773, 454 00
Newspaper and periodical stamps	1, 290, 347	945, 254 75
Ordinary stamped envelopes—plain	82, 467, 000	2, 280, 318 74
request	64, 554, 500	2, 079, 578 30
Total stamped envelopes	147, 021, 500	4, 359, 897 04
Newspaper-wrappers	18, 498, 750	273, 723 50
Postal cards	150, 815, 000	1, 508, 150 00
Official postage-stamps	17, 682, 665	663, 831 50
Official stamped envelopes and wrappers	15, 690, 155	429, 110 93
Whole number and value of stamps, stamped envelopes, and wrappers	1, 049, 797, 507	26, 953, 421 72

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

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No. 8.—Statement of the official stamps and stamped envelopes furnished each of the Executive Departments during the fiscal year ended June 30, 1876.

OFFICIAL POSTAGE-STAMPS.

Name of Department.	NUMBER AND DENOMINATION OF STAMPS.												Amount.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	2-dollar.	
Executive.....	2,200	3,000	5,400	2,100	5,000	9,300	1,000	1,000	1,000	1,000	.....	500	\$600 00
State.....	5,000	5,000	5,000	10,000	.....	.....	.....	.....	.....	.....	.....	.....	3,060 00
Treasury.....	550,000	300,000	1,800,000	540,000	.....	.....	.....	.....	.....	.....	.....	.....	97,900 00
War.....	83,750	51,800	231,000	144,050	13,110	50,725	29,830	14,430	12,080	12,840	3,245	.....	38,852 50
Navy.....	15,000	25,000	95,000	40,000	.....	10,000	10,000	8,000	4,000	8,000	2,000	.....	14,460 00
Post-Office.....	232,300	247,300	10,435,200	745,900	.....	101,200	13,975	9,250	9,500	60,400	4,950	.....	403,123 00
Interior.....	114,000	253,000	615,000	336,000	.....	105,200	77,500	18,500	18,550	52,250	15,000	.....	100,960 00
Justice.....	.....	4,500	33,000	12,000	.....	3,500	3,300	1,800	500	.....	.....	.....	3,476 00
Agriculture.....	.....	25,000	30,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,400 00
Total.....	1,002,250	914,600	13,249,600	1,830,050	18,110	272,925	135,605	53,010	45,330	135,080	25,595	500	663,831 50

OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Name of Department.	NUMBER AND DENOMINATION OF ENVELOPES.								NEWSPAPER-WRAPPERS.		Amount.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	1-cent.	2-cent.	
War.....	200	.....	411,450	3,000	.....	.....	20	.....	2,500,000	100	\$41,634 43
Post-Office.....	.....	596,000	11,839,950	339,300	25	.....	.....	10	.....	.....	387,476 50
Total.....	200	596,000	12,251,400	342,300	25	100	20	10	2,500,000	100	429,110 93

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 9.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, including the issues for official use, for the year ended June 30, 1876, over those of the preceding year.

Description.	1875.		1876.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps.....	682,342,470	\$18,271,479 00	698,799,090	\$18,773,454 00	16,456,620	\$501,975 00	2 41	2 74
Newspaper and periodical stamps.....	2,209,215	815,902 47	1,290,347	945,254 75	*918,868	129,352 28	*41 59	15 85
Ordinary stamped envelopes, plain.....	72,285,150	2,046,111 35	82,467,000	2,240,318 74	10,181,850	234,207 39	14 08	11 44
Ordinary stamped envelopes, request.....	54,631,000	1,791,686 25	64,554,500	2,079,578 30	9,923,500	287,892 05	18 16	10 06
Newspaper-wrappers	22,850,250	286,679 74	18,498,750	273,723 50	*4,351,500	*12,956 84	*19 04	*4 50
Postal cards	107,616,000	1,076,160 00	150,815,000	1,508,150 00	43,199,000	431,990 00	40 14	40 14
Total ordinary issues	941,934,085	24,288,018 81	1,016,424,687	25,860,479 29	74,490,602	1,572,460 48	7 90	6 47
Add official postage-stamps	18,495,940	834,970 25	17,682,665	683,831 50	*813,275	*171,138 75	*4 39	*20 49
Add official stamped envelopes and wrappers.....	12,845,000	354,522 18	15,690,155	429,110 93	2,845,155	74,588 75	22 14	21 03
Aggregate of all issues	973,275,025	25,477,511 24	1,049,797,507	26,953,421 72	76,522,482	1,475,910 48	7 86	5 79

* Decrease.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

REPORT OF THE POSTMASTER-GENERAL.

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No. 10.—Statement showing the number of dead-letters received and disposed of during the fiscal year ended June 30, 1876.

Description.	Received.		Delivered.		Filed.		Outstanding.		Destroyed.	Awaiting return of notice.	Treated as ordinary.	Opened after 30 days and returned to writer.
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.				
Containing money from last fiscal year.....	9, 872	\$13, 244 72	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Containing money received during the year.....	25, 740	41, 447 17	22, 709	\$36, 376 16	6, 737	\$6, 420 45	6, 166	\$11, 895 28	.....	.....	.....	.....
Containing drafts, bills of exchange, &c., from last fiscal year.....	655	130, 263 84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Containing drafts, bills of exchange, &c., received during the year.....	12, 889	1, 754, 648 31	12, 321	1, 715, 270 06	507	70, 684 20	716	96, 987 89	.....	.....	.....	.....
Total.....	49, 156	1, 939, 604 04	35, 030	1, 751, 646 22	7, 244	77, 104 65	6, 892	110, 883 17	.....	.....	.....	.....
Containing jewelry and other property received.....	20, 367	.....	10, 982	.....	9, 377	.....	8	.....	.....	.....	.....	.....
Containing receipts, bills of lading, &c., received.....	25, 788	.....	22, 739	.....	3, 049	.....	.....	.....	.....	.....	.....	.....
Containing photographs, received.....	31, 318	.....	23, 497	.....	7, 821	.....	.....	.....	.....	.....	.....	.....
Containing postage-stamps, received.....	37, 054	.....	28, 234	.....	7, 820	.....	.....	.....	.....	.....	.....	.....
Ordinary letters without inclosures, from last fiscal year.....	24, 000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordinary letters received during the year.....	2, 885, 979	.....	1, 069, 307	.....	.....	.....	65, 300	.....	11, 647, 194	.....	.....	.....
Foreign letters from last fiscal year.....	7, 723	.....	.....	.....	.....	.....	.....	.....	1185, 378	.....	.....	.....
Foreign letters received during the year.....	195, 800	.....	200, 434	.....	.....	.....	3, 089	.....	.....	15, 900	.....	.....
Held for postage letters.....	307, 559	.....	6203, 203	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	*3, 594, 744	.....	1, 594, 436	.....	35, 311	.....	15, 179	.....	1, 835, 472	15, 900	20, 265	68, 201

* Classified as follows: Ordinary mail letters, 2,355,194; drop, or local, 445,000; returned from foreign countries, (domestic origin,) including circulars, &c., 108,632; returned from hotels, &c., 45,136; held for postage, 307,559; misdirected, 69,797; with no address, 6,946; ship and steamboat letters, (t. &c., brought by sea outside the mails,) 2,984; registered, 5,547; foreign origin, (including circulars, &c.,) 135,800; and outstanding and not acted upon from last fiscal year, 10,527; foreign origin, 7,723; and ordinary letters, (unopened,) 24,000 from last fiscal year.

† Letters which could not be returned, circulars, &c.

‡ Returned unclaimed a second time.

§ Forwarded to address upon receipt of postage.

|| Addressed to foreign countries, misdirected, &c.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 11.—Statement showing the classification and disposition of letters containing valuable inclosures for the fiscal year ended June 30, 1876.

	Delivered.	Filed for reclama- tion.	Outstanding in hands of post- masters.	Total.
Money.....	22, 709	6, 737	6, 166	35, 612
Called "Minor":				
Checks, drafts, bills of exchange, letters of credit, certi- ficates of stock.....	7, 092	292	410	7, 794
Money-orders, foreign and domestic.....	3, 394	140	196	3, 730
Notes and due-bills.....	1, 068	44	62	1, 174
Deeds and land-warrants.....	406	17	24	447
Mortgages and assignments, releases, satisfaction of, &c.....	80	3	5	88
Leases and assignments of, &c.....	2		1	3
Passage and railroad tickets.....	248	11	14	273
Bank-books.....	14		2	16
Pension-certificates.....	17		2	19
Called "Sub-Minor":				
Receipts, bills of lading.....	11, 734	1, 318		13, 052
Legal documents.....	2, 307	126		2, 433
Sealed foreign letters inclosed.....	1, 551	237		1, 788
Sealed domestic letters inclosed.....	261	90		351
Pension-papers, registered-letter receipts, &c.....	282	14		296
Locks of hair.....	1, 668	477		2, 145
Paid notes, cancelled checks, &c.....	686	35		721
Photographs.....	23, 497	7, 821		31, 318
Postage-stamps.....	33, 512	3, 542		37, 054
Miscellaneous.....	5, 260	752		6, 012
Called "Property":				
Jewelry.....	959	648	6	1, 613
Dry-goods and clothing.....	1, 127	1, 145		2, 272
Books, pictures, and music.....	3, 520	2, 195		5, 715
Merchandise and samples.....	2, 054	2, 275		4, 329
Cutlery and instruments.....	131	102		233
Manuscripts.....	220	219		439
Miscellaneous.....	2, 971	2, 793	2	5, 766
	126, 770	31, 033	6, 890	164, 693

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 12.—Statement showing number, contents, and disposition of registered letters received during the fiscal year ended June 30, 1876.

	Delivered.	Filed.	Outstanding or not acted upon.	Total.
Money-letters, including 56 from last fiscal year.....	649	50	63	762
Minor letters:				
Drafts, including 1 from last fiscal year.....	140	24	1	165
Money-orders.....	5	2		7
Notes.....	6			6
Bank-books.....	1		1	1
Passage-tickets.....	15	2		17
Deeds.....	1	1		2
Sub-minor letters:				
Photographs.....	43	12		55
Receipts.....	9			9
Powers of attorney.....	11	1		12
Stamps.....	8	1		9
Miscellaneous.....	85	2		87
Property-letters and packages:				
Jewelry, including 2 from last fiscal year.....	44	13	6	63
Merchandise, including 7 from last fiscal year.....	41	10	2	53
Without valuable inclosures.....	490	127		617
Foreign letters, including 135 from last fiscal year.....	3, 874		9	3, 883
	5, 422	245	81	5, 748

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

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No. 13.—Number of registered letters transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1876.

States and Territories.	Quarter ended September 30, 1875.			Quarter ended December 31, 1875.			Quarter ended March 31, 1876.			Quarter ended June 30, 1876.			Total.		Grand total of letters registered for year ended June 30, 1876.	Fees received.
	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.		
Alabama.....	6,532	45	993	8,290	56	1,186	11,132	73	1,447	9,661	69	1,676	35,565	943	41,110	\$3,570 80
Arkansas.....	9	1,447	1,186	9,337	35	1,532	9,337	35	1,532	9,337	35	1,532	30,068	321	33,085	\$3,031 80
California.....	17,045	3,482	1,962	22,087	4,967	1,465	20,623	3,642	1,974	20,623	3,642	1,974	30,068	14,736	52,000	\$9,374 20
Colorado.....	6,195	1,377	6,007	6,358	1,977	753	6,672	149	4,177	6,672	149	4,177	25,977	624	26,601	\$2,600 10
Connecticut.....	9,129	560	28,246	10,964	723	3,507	14,390	634	35,221	10,825	490	32,412	43,977	2,407	46,384	\$4,571 50
Delaware.....	1,330	7	56	1,390	18	143	1,571	18	65	1,571	17	70	5,818	39	5,857	\$587 70
Florida.....	3,330	23	594	4,453	35	463	3,992	53	1,674	3,992	53	1,674	19,486	138	20,624	\$1,962 40
Georgia.....	10,377	64	1,556	13,410	104	1,697	16,578	91	1,674	16,578	91	1,674	33,146	313	33,459	\$3,345 90
Illinois.....	44,010	2,237	9,271	56,280	4,900	2,928	67,745	323	9,404	67,745	323	9,404	237,968	9,302	247,270	\$23,689 40
Indiana.....	25,624	252	2,534	33,386	266	2,955	43,478	323	4,534	37,932	403	4,690	137,968	1,064	139,032	\$13,897 30
Iowa.....	29,673	291	4,327	36,970	431	4,447	44,357	142	1,920	44,357	142	1,920	148,952	1,675	150,627	\$15,062 70
Kansas.....	11,138	66	1,531	14,355	136	1,816	18,797	130	1,127	18,797	130	1,127	60,938	446	62,064	\$6,138 40
Kentucky.....	10,994	118	916	12,904	154	1,286	16,041	130	1,761	16,041	130	1,761	90,906	975	92,681	\$9,382 30
Louisiana.....	8,592	419	769	11,639	528	1,406	12,635	701	1,085	12,635	701	1,085	55,334	2,198	57,532	\$5,582 30
Maine.....	15,873	483	1,352	18,599	547	1,406	18,436	507	1,681	18,436	507	1,681	69,923	1,991	71,914	\$7,191 44
Maryland.....	8,465	409	670	9,552	415	1,582	11,092	424	1,532	11,092	424	1,532	38,765	1,602	40,367	\$4,036 70
Massachusetts.....	23,209	3,503	12,963	29,518	4,381	1,582	30,023	3,434	15,691	28,543	354	1,772	111,163	14,490	125,653	\$12,564 30
Michigan.....	27,913	1,550	3,604	33,465	1,746	4,077	38,686	1,598	3,520	38,686	1,598	3,520	133,982	6,358	140,340	\$14,034 00
Minnesota.....	14,030	336	1,498	20,610	542	2,014	20,437	603	1,762	19,698	411	1,394	74,705	1,892	76,597	\$7,659 70
Mississippi.....	7,112	44	1,340	9,237	49	1,527	12,286	35	1,688	11,474	55	1,668	40,049	583	41,632	\$4,023 90
Missouri.....	26,918	538	1,174	33,487	648	1,635	42,055	701	2,683	38,216	631	2,804	140,676	2,518	143,194	\$14,319 40
Nebraska.....	8,347	147	968	11,367	189	1,204	12,300	208	1,081	11,870	193	1,000	43,944	737	45,681	\$4,468 10
Nevada.....	3,606	638	240	5,170	894	1,226	4,284	638	1,168	3,913	640	1,172	16,973	2,710	19,683	\$1,968 30
New Hampshire.....	7,785	338	601	9,283	323	773	13,259	387	730	12,643	376	586	35,950	1,406	37,356	\$3,745 60
New Jersey.....	11,633	921	670	12,963	1,223	764	13,259	1,023	636	12,643	779	586	49,735	3,946	53,681	\$5,368 10
New York.....	84,333	12,668	39,358	99,151	14,636	40,278	103,402	13,493	46,909	93,449	12,296	43,536	379,335	53,063	433,398	\$43,341 80
North Carolina.....	13,879	12	1,924	15,620	16	1,088	18,226	67	1,951	17,077	8	2,070	64,802	4,383	69,185	\$6,940 90
Ohio.....	39,427	962	5,371	50,651	1,201	5,446	61,916	32	3,382	52,302	916	3,175	204,296	12,369	216,665	\$21,665 00
Oregon.....	3,259	55	294	4,513	27	359	5,221	32	2,913	67,334	367	3,344	16,936	10,906	18,140	\$1,707 30
Pennsylvania.....	51,812	863	3,067	62,090	2,743	3,007	70,457	470	2,913	67,334	367	3,344	251,733	12,369	264,102	\$26,410 20
Rhode Island.....	3,243	138	3,381	3,918	542	1,332	4,005	60	1,447	3,552	87	1,446	14,818	1,921	16,739	\$1,673 90
South Carolina.....	11,595	75	669	12,619	80	762	9,259	60	767	8,722	85	602	32,656	311	33,257	\$3,257 60
Tennessee.....	11,020	75	1,260	12,619	97	1,259	16,330	113	1,371	15,706	129	1,282	55,679	414	56,963	\$5,699 30
Texas.....	13,592	355	1,686	18,380	493	1,842	22,992	565	1,914	21,025	439	2,164	77,349	1,552	78,901	\$7,920 10
Vermont.....	10,078	420	1,667	12,313	303	1,716	13,066	333	1,885	11,506	424	930	46,963	1,490	48,453	\$4,847 30
Virginia.....	13,863	96	1,335	15,695	126	1,323	18,187	124	1,409	16,797	86	1,409	64,542	432	65,954	\$6,595 20
West Virginia.....	7,834	90	1,335	9,000	50	1,451	10,405	43	606	9,253	37	556	36,492	190	37,048	\$3,704 60
Wisconsin.....	24,446	747	2,924	26,309	911	2,921	28,455	67	3,049	23,925	810	3,008	131,135	3,160	134,295	\$13,429 50
Alaska.....	56			34			67			5			163	2	169	\$16 40

No. 13.—Number of registered letters transmitted through the mails, &c.—Continued.

States and Territories.	Quarter ended September 30, 1875.			Quarter ended December 31, 1875.			Quarter ended March 31, 1876.			Quarter ended June 30, 1876.			Total.		Grand total of letters registered for year ended June 30, 1876.	Fees received.
	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.		
Arizona	884	1	52	1,235	9	52	1,543	4	70	1,113	6	74	4,785	20	248	8,480 50
Dakota	1,711	31	131	2,501	64	165	2,905	57	244	2,498	54	174	9,546	206	714	10,486 97 50
District of Columbia	4,317	949	14,879	5,119	1,108	16,173	5,367	992	13,950	4,754	977	12,675	19,557	4,096	57,677	81,980 2 338 30
Idaho	1,677	36	5	1,996	7	19	1,738	99	96	1,765	24	94	7,176	136	144	7,446 730 20
Indian	1,903	13	53	1,166	7	72	1,410	11	96	1,165	7	52	4,644	38	299	4,911 468 20
Montana	1,810	14	179	2,175	39	181	2,296	35	187	1,855	20	166	8,296	108	713	9,047 833 40
New Mexico	2,302	8	85	1,624	5	71	1,942	11	196	1,857	8	113	7,695	32	395	8,097 785 70
Utah	3,380	76	253	3,913	51	963	4,831	87	228	4,638	62	296	16,192	276	1,034	17,432 1,639 80
Washington	1,425	131	131	1,958	53	196	2,496	53	131	1,994	60	127	7,723	245	515	8,493 797 80
Wyoming	2,159	90	212	2,590	30	228	2,212	30	134	2,370	24	154	9,331	104	728	10,163 943 50
Total	648,171	36,332	152,572	803,355	42,938	165,922	916,436	40,157	170,669	830,969	35,808	164,468	3,198,931	155,235	652,651	4,007,817 335,416 60

RECAPITULATION.

Total domestic	3,198,931
Total foreign	155,235
Total free	652,651
Grand total	4,007,817
Total fees received	\$335,416 60

EDWARD W. BARBER,
Third Assistant Postmaster-General.

CONTRACT-OFFICE, POST-OFFICE DEPARTMENT,
Washington, D. C., November 11, 1876.

SIR: For a statement of the mail-service for the contract-year ended June 30, 1876, &c., I have the honor to refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof at the close of the contract-year.

Table B exhibits the railroad-service as in operation on the 30th of June, 1876; also the cost per mile in each State and Territory.

Table C exhibits the steamboat-service as in operation on the 30th of June, 1876.

Table D shows the increase and decrease of mail-transportation and cost in the several States and Territories during the year ended June 30, 1876.

Table E shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad-routes in States in which the contract-term expired June 30, 1876, and also in other States and Territories, the returns having been obtained with a view to the re-adjustment of the pay in accordance with the act of March 3, 1873, and used also in accordance with the act of July 12, 1876, in the case of re-adjustments taking effect on and after July 1, 1876. This table is accompanied with an alphabetical index of the titles of the companies carrying the mails.

Table F shows the re-adjustment of the rates of pay per mile on railroad-routes in which the contract-term expired June 30, 1876, and also in other States and Territories, and on certain new routes the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, and the number of trips per week, in accordance with the act of March 3, 1873, and with the act of July 12, 1876, in the case of re-adjustments taking effect on and after July 1, 1876. This table also is accompanied with an alphabetical index of the titles of the companies carrying the mails.

Table G is a statement of the number, description, and prices of mail-bags, mail-bag-catchers, mail locks and keys purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1876.

Table H is a list of railway post-office lines in the United States June 30, 1876, showing the increase in the service since June 30, 1875.

Very respectfully, your obedient servant,

THOS. J. BRADY,
Second Assistant Postmaster-General.

HON. JAMES N. TYNER,
Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

A.—Table of mail-service for the year ended June 30, 1876, as exhibited by the state of the arrangements at the close of the year.

(The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.)

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by color- ity, certainty, and security.	Total annual trans- portation.	Dollars.
		By steamboat.		By railroad.		Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.			
		Miles.	Dollars.	Miles.	Dollars.					
Maine.....	4,568	3,454	1,066	33	700	151,968	1,580,508	2,657,313	243,884	
New Hampshire.....	1,734	1,094	31,094	60	1,850	96,911	491,536	92,413	99,855	
Vermont.....	2,258	1,570	50,417	688	106,749	739,573	639,613	1,477,098	157,166	
Massachusetts.....	2,868	1,917	56,001	30	2,500	316,511	639,613	927,817	375,012	
Rhode Island.....	568	214	9,779	198	16,000	114,972	135,969	279,513	45,063	
Connecticut.....	1,672	606	26,690	156	19,283	162,048	346,736	1,839,545	189,738	
New York.....	11,981	9,967	255,372	151	4,953	1,062,082	3,024,640	9,105,447	1,566,407	
New Jersey.....	2,312	906	33,988	41	1,883	1,365,890	465,890	5,064,335	227,305	
Pennsylvania.....	14,113	9,592	285,938	88	4,370	446,514	3,937,737	6,158,922	756,882	
Delaware.....	443	175	6,304	268	354	32,854	86,852	287,523	30,158	
Maryland.....	3,052	1,731	67,595	190	3,750	1,141,251	994,253	1,817,153	332,678	
West Virginia.....	5,210	4,736	131,700	224	41,086	1,037,746	1,148,160	2,249,716	136,141	
Virginia.....	10,390	8,674	133,577	936	13,100	245,702	1,458,836	2,053,681	417,379	
North Carolina.....	10,062	8,376	99,680	348	11,389	191,985	1,252,846	2,263,949	237,974	
South Carolina.....	3,975	2,847	50,139	45	1,500	90,114	373,153	1,092,261	136,753	
Georgia.....	6,982	4,413	63,737	206	5,569	210,631	693,404	2,296,421	275,927	
Florida.....	6,092	2,900	33,497	332	5,916	40,490	383,563	335,318	99,626	
Alabama.....	7,866	5,940	92,918	206	4,800	183,354	1,048,376	1,894,381	275,572	
Mississippi.....	5,126	3,701	63,755	262	4,800	135,770	853,370	1,699,381	975,572	
Louisiana.....	5,915	4,701	97,851	190	57,969	190,770	770,310	1,533,095	909,355	
Texas.....	13,973	11,630	264,644	935	92,310	57,469	609,966	2,974,058	914,736	
Arkansas.....	4,333	6,719	145,354	835	49,310	150,457	9,609,866	1,669,985	537,411	
Missouri.....	14,094	9,645	179,266	575	26,230	31,656	1,680,376	3,255,982	925,040	
Tennessee.....	6,065	5,202	74,496	375	26,230	350,945	2,623,730	3,355,359	743,031	
Kentucky.....	7,221	5,322	89,955	894	40,800	162,682	1,037,890	1,347,926	244,151	
Ohio.....	12,519	6,731	164,618	381	13,800	142,440	1,347,818	1,198,963	213,195	
Indiana.....	7,715	4,696	91,328	281	13,800	973,687	2,368,632	3,673,640	1,136,115	
Illinois.....	11,588	4,746	106,162	71	18,580	903,510	1,198,131	5,353,632	4,531,763	
Michigan.....	9,359	5,167	137,271	793	18,580	845,537	1,573,574	7,369,685	8,945,259	
Wisconsin.....	7,945	5,305	89,732	2,880	37,712	1,633,537	1,633,537	3,355,308	6,172,090	
Iowa.....	10,757	7,184	135,345	3,573	373,605	1,422,488	2,422,488	2,600,692	4,022,180	
Minnesota.....	6,890	5,136	96,740	3,573	373,605	906,093	2,056,093	2,540,310	5,096,403	
Nebraska.....	7,590	5,471	96,740	2,137	162,529	1,155,456	1,155,456	1,673,526	2,446,434	
Nbraska.....	6,890	5,471	96,740	1,425	376,895	1,288,158	1,288,158	1,999,249	2,937,407	

REPORT OF THE POSTMASTER-GENERAL.

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Kansas.....	11,710	9,140	167,861	2,570	973,778	2,392,108	1,982,698	4,304,806	440,639
Nevada.....	9,838	9,095	143,865	143	8,304	2,746,980	89,181	836,181	152,169
California.....	10,439	7,397	385,010	.....	2,020	988,091	2,574,019	.....	1,502,015	4,334,387	710,831
Oregon.....	3,979	3,491	83,483	.....	948	92,340	570,986	.....	154,570	874,556	130,267
Washington Territory.....	3,056	1,193	39,715	.....	106	6,336	921,668	.....	63,894	381,418	113,064
Idaho Territory.....	1,422	1,422	87,339	.....	.....	.....	484,334	.....	.....	404,334	87,239
Montana Territory.....	1,279	1,279	97,797	.....	.....	.....	531,398	.....	.....	531,398	97,797
Dakota Territory.....	2,350	2,269	61,958	.....	61	4,918	541,164	.....	36,364	578,528	66,676
Wyoming Territory.....	646	646	33,115	.....	.....	.....	116,104	.....	.....	116,104	33,115
Utah Territory.....	3,130	2,939	285,051	.....	191	12,944	1,413,897	.....	127,932	1,541,829	37,995
Colorado Territory.....	2,907	2,468	119,943	.....	419	26,795	704,838	.....	298,457	1,003,295	146,738
Indian Territory.....	1,123	1,123	31,681	.....	.....	.....	268,812	.....	.....	268,812	31,681
New Mexico Territory.....	2,192	2,192	186,346	.....	.....	.....	660,774	.....	.....	660,774	186,346
Arizona Territory.....	2,438	2,438	84,896	.....	.....	.....	395,304	.....	.....	395,304	84,896
Total.....	981,798	194,567	5,051,541	14,883	606,465	9,543,134	54,894,003	3,704,533	77,741,172	136,269,708	15,201,140
Railway-post-office clerks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,278,340
Route-agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,975,280
Mail-route messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	145,610
Local agents.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104,910
Mail-messengers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	655,708
Aggregate.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,361,048

THOS. J. BRADY,
Second Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MAINE.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1	Augusta to Skowhegan	Maine Central	22	18	4,610 00	140 00	\$140 per annum included for mail-messenger service. \$1,050 per annum included for mail-messenger service.
2	Portland to Bangor	do	17	.....	6	.....	.....	90 00
3	Newport to Dexter	do	73.28	.....	6	25,199 00	.....	175 00
			55	.....		840 00	.....	225 00
4	Calais to Princeton	Saint Croix and Penobscot	14	12	50 00	\$420 per annum included for mail-messenger service.
			21	.....	6	2,100 00	.....	50 00
5	{ Portland to Augusta	Maine Central	64	.....	12	14,520 00	.....	310 00
	{ Branch, Brunswick to Bath		9	.....	12	.....	.....	130 00
6	Portland to Canada Line	Grand Trunk	92	13	22,770 00	138 00	\$420 per annum included for mail-messenger service.
7	Portland to Rochester	Portland and Rochester	73	.....	6	.....	.....	65 00
			52	.....	12	380 00	.....	65 00
9	Bangor to Vanceborough	Consolidated European and North American	118.25	.....	6	20,683 75	.....	175 00
10	Old Town to Abbot	do	54.2	6	2,981 00	55 00	Pay estimated on 43.7 miles. \$1,000 per annum included for ferrage.
11	Belfast to Burnham Village	Maine Central	34.19	.....	12	1,846 20	.....	54 00
12	Portland to Lunenburg Station, Vt	Portland and Ogdensburg	116.55	.....	12	17,482 50	.....	150 00
13	Bath to Rockland	Knox and Lincoln	50	.....	12	6,000 00	.....	100 00
14	Houlton to New Brunswick Line	New Brunswick and Canada	3.82	6	191 00	50 00	\$50 per annum included for mail-messenger service.
34	Farmington to Brunswick	Maine Central	71.5	.....	6	5,412 50	.....	75 00
194	Portland to Portsmouth, N. H.	Eastern	52	.....	18	14,716 00	.....	983 00
221	Salmon Falls, N. H., to Portland, Me.	Boston and Maine	44.18	.....	12	5,798 62	.....	131 25
231	West Waterville to North Anson	Somerset	25.7	6	1,985 00	50 00	Pay estimated on 5.1 miles.
244	Bangor to Bucksport	Consolidated European and North American	13.35	.....	12	1,722 15	.....	89 00
				1,082 02			151,967 72		
281	Concord to Nashua	Concord	36	18	8,100 00	225 00	
	NEW HAMPSHIRE.								

REPORT OF THE POSTMASTER-GENERAL.

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252	Concord to Wells River, Vt.	52	18	13, 160 00	125 00	{ \$1,410 per annum included for mail-messenger service.
253	{ Concord to White River Junction, Vt.	42	12	100 00	{ \$1,150 per annum included for mail-messenger service.
254	{ Branch, Franklin to Bristol,	69	12	14, 910 00	50 00	{ \$400 per annum included for mail-messenger service.
255	Concord to Claremont Junction.	13	6	6, 998 80	120 00	
256	Concord to Claremont.	54. 99	12	60 00	
257	Concord to Portsmouth.	60	12	3, 600 00	50 00	
258	Manchester to North Weare.	29. 5	6	1, 028 00	65 00	
259	Nashua to Greenfield.	27	12	1, 735 00	50 00	
260	Contoocook Village to Hillsborough Bridge.	15	6	750 00	50 00	
261	Dover to Alton Bay.	98	6	1, 400 00	50 00	
262	Brook's Crossing to North Conway.	6	12	4, 256 60	60 00	{ \$50 per annum included for mail-messenger service.
263	Groveton to Wells River, Vt.	64. 11	12	4, 860 00	90 00	
264	Robertet to Pittsfield.	54	11	1, 000 00	50 00	
265	Wolborough Junction to Wolfborough.	12. 11	6	363 30	30 00	
266	Nashua to Acton.	32. 44	6	937 60	40 00	
267	Wing Road to Fabryan House.	13. 85	6	742 50	50 00	{ \$50 per annum included for mail-messenger service.
268	Portsmouth to Dover.	11. 64	6	588 00	50 00	{ Pay estimated.
269	Nashua to Rochester.	49. 40	6	2, 470 00	50 00	{ Do.
270			672. 04			66, 910 80	
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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Annual cost per mile on each route.	Remarks.
MASSACHUSETTS.									
601	Boston to Portsmouth, N. H.	Eastern.....	56.5	.....	94	16,667 50	.....	<i>Dollars.</i> 925 00	
602	{ Boston to Salmon Falls, N. H. } Branch, Rollingsford to Great Falls.	Boston and Maine.....	{ 71.16 3 }	.....	{ 19 } 13	{ 13,901 67 }	.....	{ 193 25 50 00 }	
603	Boston to Nashua, N. H.	Boston and Lowell and Nashua and Lowell.....	42	.....	18	9,660 00	.....	920 00	
604	Boston to Fitchburg.	Fitchburg.....	52	.....	18	11,440 00	.....	920 00	
605	Boston to Albany, N. Y.	Boston and Albany.....	{ 101 102 }	.....	{ 26 } 13	{ 109,123 00 }	.....	{ 680 00 396 50 }	
606	Boston to Bellingham.	New York and New England.....	31.77	.....	15	9,166 90	.....	60 00	\$280 per annum included for mail-messenger service.
607	Boston to Southbridge.	do.....	70	.....	12	7,560 00	.....	108 00	
608	Boston to Providence, R. I.	Boston and Providence.....	{ 37 31 }	.....	{ 24 } 13	{ 6,776 00 }	.....	154 00	
609	{ Boston to Plymouth } Branch, Atlantic to West Quincy.	Old Colony.....	{ 11.28 91.72 }	.....	{ 42 } 13	{ 6,767 50 }	.....	{ 150 00 150 00 }	\$395 per annum included for mail-messenger service.
610	Boston to Medford.	Boston and Maine.....	{ 3.45 5.5 }	.....	6	335 00	.....	50 00	\$60 per annum included for mail-messenger service.
615	Boston to West Lynn Depot.	Eastern.....	10	.....	19	500 00	.....	50 00	
616	Boston to Dedham.	Boston and Providence.....	11	.....	19	550 00	.....	50 00	
617	Grafton Depot to Millbury.	Boston and Albany.....	4	.....	19	200 00	.....	50 00	
618	Salem to Gloucester.	Eastern.....	16	.....	18	1,073 00	.....	67 00	
619	Salem to Marblehead.	do.....	4	.....	19	300 00	.....	40 00	
620	Salem to Lawrence.	do.....	20	.....	6	600 00	.....	40 00	
621	Georgetown to Haverhill.	Boston and Maine.....	6.5	.....	19	395 00	.....	50 00	
622	Lawrence to Manchester, N. H.	Manchester and Lawrence.....	28	.....	18	4,563 00	.....	163 00	
623	Lowell to Lawrence.	Boston and Lowell and Nashua and Lowell.....	14	.....	21	1,050 00	.....	50 00	\$350 per annum included for mail-messenger service.
624	Winchester to Woburn.	do.....	3	.....	19	150 00	.....	50 00	
625	Somerville Station to Concord.	do.....	15.96	.....	12	708 00	.....	50 00	
626	South Acton Depot to Hudson.	Fitchburg.....	9	.....	12	500 00	.....	50 00	
627	Ayer to Lowell.	Boston and Lowell and Nashua and Lowell.....	17	15	850 00	50 00	\$50 per annum included for mail-messenger service.
628	Ayer to Greenville, N. H.	Fitchburg.....	23	12	1,437 50	62 50	

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629	Anburdale Station to Newton Lower Falls.	Boston and Albany	2	6	100 00	50 00	
630	Natick to Saxtonville.	do	4	.....	12	200 00	.....	50 00	\$300 per annum included for mail-messenger service.
631	South Framingham to Pratt's Junction.	Boston, Clinton and Fitchburgh	29	.....	18	2,610 00	.....	90 00	\$50 per annum included for mail-messenger service.
632	South Framingham to Milford	Boston and Albany	12	.....	24	1,020 00	.....	60 00	\$300 per annum included for mail-messenger service.
633	Canton Depot to Stoughton	Boston and Providence	4	.....	12	250 00	.....	50 00	\$50 per annum included for mail-messenger service.
634	South Braintree Junction to New- port, R. I.	Old Colony	61.75	.....	12	9,575 00	.....	140 00	\$300 per annum included for mail-messenger service.
635	South Abington to Bridgewater	do	7.75	.....	6	390 00	.....	40 00	\$300 per annum included for mail-messenger service.
636	Braintree Depot to Cohasset.	South Shore.	12	.....	12	1,400 00	.....	56 00	\$704 per annum included for mail-messenger service.
637	Middleborough to Hyannis	Old Colony	47	.....	12	8,191 00	.....	153 00	\$1,000 per annum included for mail-messenger service.
638	Yarmouth Port to Provincetown.	do	45.08	.....	12	9,319 44	.....	118 00	\$4,000 per annum included for mail-messenger service.
639	New Bedford to West Wareham.	New Bedford	16.25	.....	15	1,093 75	.....	50 00	\$241.25 per annum included for mail-messenger service.
640	Taunton to Middleborough	Old Colony	10.54	.....	30	527 00	.....	50 00	\$600 per annum included for mail-messenger service.
641	Taunton to Mausfield Junction	New Bedford	12	.....	364	2,100 00	.....	125 00	\$612.50 per annum included for mail-messenger service.
642	Taunton to New Bedford	do	20.05	.....	27	3,339 00	.....	133 00	
643	Worcester to Nashua, N. H.	Worcester and Nashua	46.25	.....	18	4,948 75	.....	107 00	
644	Sterling Junction to Fitchburgh	Boston, Clinton and Fitchburgh	14	.....	18	1,260 00	.....	90 00	
645	Fitchburgh to Bellows Falls, Vt.	Cheshire	64	.....	18	10,240 00	.....	160 00	
646	Branch, Greenfield to Turner's Falls.	Fitchburgh	{ 69 18 6 }	.....	6	14,860 00	.....	170 00	
647	Palmer to Miller's Falls	Central Vermont	5	.....	6	150 00	.....	50 00	
648	Springfield to South Vernon Junction, Vt.	Connecticut River	35 50	.....	12 15	3,500 00 11,800 00	.....	104 00 230 00	\$300 per annum included for side supply of Chicopee Falls.
649	South Vernon Junction, Vt., to Keays, N. H.	Cheshire	24	.....	12	1,500 00	.....	68 50	
650	Pittsfield to North Adams	Boston and Albany	21	.....	18	1,575 00	.....	60 00	\$315 per annum included for mail-messenger service.
651	Gloucester to Pigeon Cove	Eastern	6.5	.....	12	450 00	.....	50 00	\$125 per annum included for mail-messenger service.
652	Wakefield to Newburyport	Boston and Maine	30.5	.....	12	1,525 00	.....	50 00	\$1,000 per annum included for mail-messenger service.
653	South Braintree Junction to Fall River.	Old Colony	34	.....	12	2,700 00	.....	50 00	\$50 per annum included for mail-messenger service.
654	East Salisbury to Amesbury	Eastern	4	.....	12	250,000	.....	50 00	
655	Palmer to Winchendon	Boston and Albany	{ 15.75 7.96 25.54 }	.....	24 18 12	2,462 50	.....	50 00	
656	Mansfield to South Framingham	Boston, Clinton and Fitchburgh	22	.....	6	1,320 00	.....	60 00	

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Annual cost per mile on each route. <i>Dollars.</i>	Remarks.
MASSACHUSETTS—Continued.									
657	Winchendon to Peterborough, N. H.	Boston, Barre and Gardner, lessees of Monadnock Railroad.	18.37	6	1, 178 64	72 00	\$150 per annum included for mail-messenger service.
658	Springfield to Athol Depot.....	Springfield, Athol and Northeastern.	49.98	.....	6	2, 998 96	.....	57 00
659	South Framingham to Lowell.....	Boston, Clinton and Fitchburg.....	29	.....	12	1, 798 00	.....	62 00
660	Worcester to Winchendon.....	Boston, Barre and Gardner.....	37	12	3, 277 50	87 50	\$375 per annum included for mail-messenger service.
661	Holyoke to Westfield.....	New Haven and Northampton.....	10.53	.....	12	936 50	.....	50 00
662	Milford to Bellingham Junction.....	Providence and Worcester.....	5	.....	12	950 00	.....	50 00
736	Milford to Ashland.....do.....	11.68	6	634 00	50 00	\$150 per annum included for mail-messenger service.
737	Cohasset Narrows to Wood's Hole.	Old Colony.....	17.67	.....	6	1, 311 51	.....	33 00
741	Wenham to Essex.....	Eastern.....	5.55	.....	6	277 50	.....	50 00
742	Lynn to Marblehead.....do.....	6.05	6	302 50	50 00	\$150 per annum included for mail-messenger service.
743	Wakefield to Peabody.....	.....do.....	8.54	.....	6	427 00	.....	50 00
744	Miller's Falls to Brattleborough, Vt.	Central Vermont.....	21	.....	18	3, 937 50	.....	187 50
745	Newton Junction to Merrimac.....	Boston and Maine.....	5.05	6	372 50	50 00	Pay estimated.
746	Taunton to Attleborough.....	New Bedford.....	16.67	.....	28	1, 250 25	.....	75 00
747	Cohasset to Kingston.....	Duxbury and Cohasset.....	20.88	.....	6	1, 044 00	.....	50 00
753	Ashburnham Depot to Ashburnham.	Ashburnham.....	2.89	6	144 50	50 00	\$1,500 per annum included for mail-messenger service.
754	New Bedford to Fall River.....	Fall River.....	15	.....	6	750 00	.....	50 00
755	North Brookfield to East Brookfield.	Boston and Albany, lessees of North Brookfield Railroad.	4.41	.....	6	220 50	.....	50 00
RHODE ISLAND.			1, 861.39	316, 511 07	
801	Providence to Worcester, Mass.....	Providence and Worcester.....	44	18	6, 340 00	110 00	\$1,050 per annum included for mail-messenger service.
802	Providence to New London, Conn.	Stonington and Providence.....	63.75	.....	22½	9, 243 75	.....	145 00
803	Providence to Bristol.....	Providence, Warrten and Bristol.....	14.6	.....	12	1, 926 00	.....	60 00
804	Warren to Fall River, Mass.....	Fall River, Warren and Providence.....	7	12	420 00	60 00	\$1,500 per annum included for mail-messenger service.
823	Providence to Pascoag.....	Providence and Spring.....	23.13	.....	6	1, 156 00	.....	50 00

825	Wickford Landing to Wickford Junction.	3. 4	155. 87	154	197 20	19, 282 95	58 00
CONNECTICUT.							
901	Norwich to Worcester, Mass.	60		12	5, 100 00		85 00
902	New London to Palmer, Mass.			23 }	7, 800 00		120 00
903	Middletown to Berlin Depot.	{ 30 35		18 }	770 00		52 00
904	New Haven to New London.	50		23	8, 817 00		175 00
905	{ New Haven to Springfield, Mass. Branch, Windsor Locks to Suffield.	{ 63. 833 4. 76		34 12 }	31, 963 16		{ 497 00 50 00 }
906	{ New Haven to Williamsburgh, Mass. Branch, Farmington to New Hartford.	{ 85. 48 18. 56		12 12 }	14, 504 80		{ 160 00 50 00 }
907	New Haven to New York.	76. 333		31	45, 418 33		595 00
908	{ Bridgeport to Winsted. Branch, Waterbury to Waterbury town.	{ 62 5. 75		14 12 }	7, 753 50		{ 118 00 50 00 }
909	{ Bridgeport to Pittsfield, Mass. Branch, Van Deusenville to State Line. Branch, Danbury to Brookfield Junction.	{ 110. 55 11. 06 5. 75		12 6 6 }	11, 338 30		{ 96 00 50 00 30 00 }
910	{ South Norwalk to Danbury. Branch, Branchville to Ridgefield.	{ 23. 5 4		244 12 }	3, 085 50		{ 110 00 50 00 }
911	Branch, Bethel to Hawleyville.	6. 01		12			50 00
912	{ Waterbury to Providence, R. I. Vernon Depot to Rockville. Side-supply of Vernon.	{ 132. 5 4. 625		224 18 }	9, 800 00 500 00		{ 80 00 50 00 }
913	New Haven to Willimantic.	24		12	2, 800 00		50 00
914	Hartford to Saybrook Point.	32		6 }	2, 589 60		60 00
915	New Haven to Ansonia.	43. 16		12	2, 742 50		50 00
916	Hartford to Millerton, N. Y.	13. 5		19	3, 459 00		50 00
917	Litchfield to Hawleyville.	69. 18		94	1, 835 00		60 00
975	East Thompson to Willimantic.	32. 25		12	2, 116 80		60 00
	New York and New England.	33. 66		6			
991	Hartford to Springfield, Mass.	31. 1	1, 066. 53	6	1, 555 00	162, 046. 49	50 00

\$250 per annum included for
mail-messenger service.
\$67 per annum included for
mail-messenger service.

{ \$50 per annum included for
mail-messenger service.

{ \$268.75 per annum included
for mail-messenger service.

{ \$96 per annum included for
mail-messenger service.
Pay estimated.

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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
NEW YORK.									
1201	New York to Dunkirk	Erie	66	66	25½	122,948 00	{ 333 miles, at \$392. 127 miles, at \$232.
1202	Suffern to Piermont	do	393	191	19½	900 00	.....	50 00
1203	Buffalo to Suspension Bridge	do	18	18	6	1,686 10	.....	63 00
1204	{ Newburgh to Chester. Branch, Fall's Gate to Junction with main stem.	do	25.94	13	13	1,921 25	63 00	{ Pay estimated.
1205	Rochester to Avon	do	12.75	12	12	1,440 00	.....	50 00
1206	Avon to Dansville	do	18	18	19	1,843 30	.....	60 00
1207	Adela to Corning	do	30.73	12	12	30,525 00	975 00	Do.
1208	Buffalo to Hornellsville	do	111	184	184	12,103 00	.....	123 00
1209	Goshen to Montgomery	do	91	292	292	512 50	.....	50 00
1210	Goshen to Pine Island	do	10.25	6	6	440 00	40 00	Old rate of pay.
1211	New York to Troy	New York Central and Hudson River.	144	54	54	141,340 00	.....	975 00
1212	Troy to Schenectady	do	6	54	54	1,804 00	.....	140 00
1213	Syracuse to Rochester	do	22	18	18	15,500 00	83 00	Do.
1214	Canandaigua to Niagara Falls	do	104	214	214	7,275 00	.....	73 00
1215	Buffalo to Lockport	do	23	6	6	1,650 00	.....	75 00
1216	Buffalo to Lewiston	do	39	6	6	2,175 00	75 00	Do.
1217	Albany to Buffalo	do	298	34	34	302,364 00	.....	1,018 00
1218	Rochester to Niagara Falls	do	76	24	24	16,964 00	.....	214 00
1219	New York to Chatham Village	New York and Harlem Delaware and Hudson Canal Com- pany.	130.5	6	6	13,050 00	100 00	Old rate of pay.
1221	Eagle Bridge to Rutland, Vt.	do	51	12	12	9,677 50	.....	153 00
1223	Schenectady to Ballston	do	18	6	6	532 00	.....	53 00
1224	{ Albany to Canada Line. Branch, Whitehall to Castleton, Vt.	do	189.93	174	174	30,919 36	100 00	Do.
1224	Oswego to Richland	do	16	6	6	75 00	.....	65 00
1225	Branch, Albany Junction to Troy	Rome, Watertown and Ogdens- burgh.	28.5	24	24	1,852 50	.....	68 50
1226	Watertown to Cape Vincent	do	26	13	13	1,025 00	136 00	Do.
1226	Rome to Ogdensburgh	Branch, De Kalb Junction to Norwood.	72.62	18	18	21,153 50	136 00	
1227	Branch, De Kalb Junction to Norwood.	do	69.38	13	13	63 50	63 50	

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1228	Chenango Forks to Norwich.....	Delaware, Lackawanna and West- extl.	30. 69	12	1, 841 40	60 00	
1229	Utica to Norwich.....	do	54. 5	.....	12	4, 380 00	80 00	
1230	Owego to Ithaca.....	do	35	.....	12	2, 800 00	55 00	
1231	Cassville Junction to Richfield Springs.	do	21	.....	12	1, 155 00	50 00	
1232	Mineola to Locust Valley.....	Long Island.....	12. 25	.....	12	612 50	90 00	\$2,000 per annum included for mail-messenger service, at New York.
1233	{ New York to Greenport..... Branch, Mineola to Hempstead. }	do	{ 33 35 31 }	.....	{ 9 9 6 }	11, 045 00	60 00	
1234	Hicksville to Port Jefferson.....	do	2. 5	.....	12	2, 355 00	70 00	
2235	{ Oswego to Middletown..... Branch, Summit Junction to Ellenville. }	New York and Oswego.....	16. 5	.....	12	12, 910 00	50 00	
1338	Norwich to Cortland Village.....	do	250. 2	.....	6	2, 460 50	50 00	
1239	Clinton to Rome.....	Rome and Clinton.....	49. 21	.....	6	687 50	50 00	
1240	Walton to Delhi.....	New York and Oswego Midland.....	13. 75	.....	12	800 00	50 00	
1241	Buffalo to Chicago, Ill.....	Lake Shore and Michigan Southern.....	16	.....	36	338, 761 60	125 00	{ 184. 5 miles, at \$981. 34. 2 miles, at \$996. 222. 3 miles, at \$193. 101 miles, at \$90. Pay estimated.
1242	Rouse's Point to Ogdensburg.....	Central Vermont.....	119	.....	9	14, 875 00	50 00	
1244	Cobleskill to Cherry Valley.....	Delaware and Hudson Canal Com- pany.	22. 47	.....	12	1, 123 50	50 00	
1245	Albany to Binghamton.....	do	142	.....	18	14, 342 00	101 00	
1246	Schoharie to Middleburgh.....	Middleburgh and Schoharie.....	5. 5	.....	12	395 00	50 00	
1247	Central Bridge to Schoharie.....	Schoharie Valley.....	5	.....	18	400 00	80 00	
1248	Utica to Smith Valley Station.....	Utica, Clinton and Binghamton.....	31. 4	.....	6	1, 570 00	50 00	
1249	Buffalo to Emporium.....	Buffalo, New York and Philadel- phia.	123. 51	.....	6	7, 410 60	60 00	
1250	Fredonia to Dunkirk.....	Dunkirk and Fredonia.....	3. 5	.....	97	500 00	142 86	
1251	Stancates Junction to Sta- neates.	Stancates.....	5. 5	.....	12	500 00	50 00	
1252	Broton to Corry, Pa.....	Allegheny Valley.....	45. 3	.....	6	3, 000 90	53 00	
1253	Cheserville to Warwick.....	Warwick Valley.....	1	.....	12	550 00	50 00	
1255	Canandaigua to Elmira.....	Northern Central.....	68. 5	.....	12	8, 988 50	121 00	
1256	Syracuse to Oswego.....	Oswego and Syracuse.....	33. 5	.....	13	2, 550 00	100 00	
1257	Syracuse to Binghamton.....	Syracuse, Binghamton and New York.	80	.....	12	7, 200 00	116 66	
1258	Rouse's Point to Canada Line.....	Champlain and Saint Lawrence.....	2. 25	.....	6	262 50	125 00	
1259	{ Troy to North Adams, Mass..... Branch, North Hoosick Junction to State Line. }	Troy and Boston.....	{ 24. 2 26. 8 3. 5 }	.....	{ 24 18 6 }	6, 937 50	50 00	
1260	Stapleton to Rotterdam.....	Staten Island.....	21	.....	12	1, 800 00	50 00	
1261	Hudson to Chatham Village.....	Hudson and Boston.....	17. 25	.....	12	862 50	50 00	
1262	East Galenaville to Ferry.....	Rochester and Pine Creek.....	6. 55	.....	12	327 50	50 00	
1264	Syracuse to Earlville.....	Syracuse and Chenango.....	22. 47	12	2, 123 50	50 00	\$750 per annum included for side-service.

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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1365	New York—Continued. Dunkirk to Titusville, Pa.....	New York Central and Hudson River.....	91.16	.....	6	4,538 00	.....	50 00	
1366	Ithaca to State Line.....	Ithaca and Athens.....	34.6	.....	6	1,730 00	.....	50 00	
1367	Syracuse to Lacona.....	Rome, Watertown and Ogdensburg.....	44.92	.....	12	2,470 60	.....	53 00	
1368	Rondout to Stamford.....	New York, Kingston and Syracuse.....	73.3	.....	12	3,665 00	.....	50 00	
1369	Ithaca to Cortland Village.....	Utica, Ithaca and Elmira.....	23	.....	12	1,495 00	.....	65 00	
1370	Port Jervis to Monticello.....	Monticello and Port Jervis.....	24	.....	6	1,200 00	.....	50 00	
1371	Foughkeepsie to State Line, Mass.....	Foughkeepsie, Hartford and Boston.....	43.15	.....	6	2,157 50	.....	50 00	
1372	Canastota to Cazenovia.....	Cazenovia, De Ruyter and Canastota.....	15	.....	18	750 00	.....	50 00	
1373	Fonda to Gloversville.....	Fonda, Johnstown and Gloversville.....	10	.....	12	1,390 00	.....	64 00	\$750 per annum included for side-service.
1374	Johnsonville to Greenwioh.....	Greenwioh and Johnsonville.....	14	.....	12	600 00	.....	42 88	
1375	Montgomery to Kingston.....	Walkill Valley.....	33.46	.....	6	1,003 80	.....	30 00	
1376	Athens, Pa., to Fair Haven, N. Y.....	Southern Central.....	122	.....	6	8,520 00	.....	60 00	\$1,200 per annum included for side-service.
1377	Newburgh to Millerton.....	Dutchess and Columbia.....	56.5	.....	6	3,050 00	.....	50 00	
1378	Branch, Clove Branch Junction to Sylvan Lake.....	Utica, Ithaca and Elmira.....	48.5	.....	6	3,050 00	.....	50 00	
1378	Cooperstown to Cooperstown Junction.....	Cooperstown and Susquehanna Valley.....	16	.....	12	1,000 00	.....	63 50	
1379	Chatham Village to Rutland, Vt.....	Central Vermont.....	111.3	.....	6	14,032 50	.....	125 00	
1379	Branch, North Bennington to State Line.....	Central Vermont.....	2	.....	6	14,032 50	.....	60 00	
1380	Plattsburgh to Au Sable Forks.....	Delaware and Hudson Canal Company.....	23	.....	6	1,150 00	.....	50 00	
1383	Utica to Watertown.....	Utica and Black River.....	92.22	.....	12	5,994 30	.....	65 00	
1384	Cayuga to Ithaca.....	Cayuga.....	38.05	.....	6	2,359 10	.....	62 00	
1385	Sodus Point to Gurham Station.....	Sodus Point and Southern.....	34	.....	6	1,700 00	.....	50 00	
1386	Horseheads to Ithaca.....	Utica, Ithaca and Elmira.....	48.5	.....	6	2,025 00	.....	50 00	Pay estimated.
1387	Oswego to Charlotte.....	Rome, Watertown and Ogdensburg.....	69.64	.....	6	3,482 00	.....	50 00	Do.
1388	Carthage to Morris town.....	Utica and Black River.....	20.5	.....	12	4,036 06	.....	75 00	
1388	Branch, Theresa Junction to Clayton.....	Utica and Black River.....	29.58	.....	12	4,036 06	.....	50 00	
1389	Freeville to Scipio.....	Utica, Ithaca and Elmira.....	16.25	.....	6	1,441 00	.....	50 00	
1390	Buffalo to Jamestown.....	Buffalo and Jamestown.....	28.93	6	4,478 67	63 00	
1390			71.09	6			

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1291	Golden's Bridge to Mahopac.....	7.5	6	375 00	50 00	Old rate of pay.
1292	Crawford Junction to Pine Bush.....	10.18	6	605 00	50 00	\$96 per annum included for mail-messenger service.
1293	Ithaca to Geneva.....	40.25	6	2,535 75	63 00	
1294	Watertown to Sacrett's Harbor.....	12.5	6	623 50	50 00	
1295	New York to Babylon.....	36.25	12	3,768 50	50 00	\$1,950 per annum included for mail-messenger service.
1296	New York to Patchogue.....	59.91	12	7,293 47	57 00	\$3,600 per annum included for mail-messenger service.
1297	Branch, Flushing to Whitesone.....	3.12	12	675 00	50 00	
1298	Branch, Bay Side to Manhattan.....	3.03	12	675 00	50 00	
1299	Quaker Street to Schenectady.....	15	12	945 00	45 00	
1300	Nineveh Junction to Jefferson.....	21	6	2,398 00	50 00	Pay estimated.
1301	Saratoga Springs to North Creek.....	57.96	6	500 00	50 00	
1302	Thirtieth Street to Spuyten Duyvil.....	10	18	1,793 50	50 00	Do.
1303	Manorville to Sag Harbor.....	35.25	6	470 00	50 00	
1304	Bath and Hammondsport.....	9.4	15	468 00	52 00	
1305	Rochester to Charlotte.....	9	12	1,760 00	50 00	Do.
1306	Rhinebeck and Connecticut.....	35.2	6	948 00	50 00	\$100 per annum included for side-service; pay estimated.
1307	Gloversville to Northville.....	17.375	12	550 00	50 00	Pay estimated.
1308	New York Central and Hudson River.....	11	6	346 00	50 00	Do.
1309	Delaware and Hudson Canal Co.....	6.92	12	591 00	50 00	Do.
1310	Crown Point to Hammondsville.....	11.82	6	1,306,082 26	50 00	
1311	New York to Easton, Pa.....	74	19	22,200 00	300 00	
1312	Somerville to Flemington.....	16.06	6	690 00	42 96	
1313	New York to West Philadelphia, Pa.....	90	74	86,115 60	952 00	
1314	Branch, Princeton Junction to Princeton.....	3.2	12	6,253 90	55 00	Old rate of pay.
1315	Branch, Frankford Junction to Kenilington Junction.....	2.95	24	10,617 00	88 00	
1316	Branch, Bordentown to Trenton.....	53.56	12	6,253 90	90 00	
1317	Branch, Jamesburgh to South Amboy.....	7	12	10,617 00	98 00	
1318	New York to Easton, Pa.....	14.95	6	3,600 00	50 00	
1319	Camden to Atlantic City.....	63	12	2,158 79	60 00	{ 54 miles at \$131; 19 miles at \$141; 14.4 miles at \$60, 18 times a week 4 months, 12 times a week 8 months, \$358 per annum included for side-service.
1320	New York to Nyack, N. Y.....	24.4	6	50 00	50 00	
1321	Camden to Atlantic City.....	60	6			
1322	New York to Nyack, N. Y.....	30	6			

NEW JERSEY.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
New Jersey—Continued.									
2109	{ Philadelphia, Pa., to Hightstown, N. Y. Branch, Burlington to Mount Holly.	Pennsylvania.....	{ 25 27.5 7	.....	{ 12 6 6	{ 3,725 00	.....	{ Dollars. 75 00 40 00 50 00	{ \$400 per annum included for mail-messenger service at Philadelphia. \$600 per annum included for mail-messenger service at Philadelphia.
2110	Philadelphia, Pa., to Bridgeton, N. J.	West Jersey.....	{ 18 20.4	.....	{ 18 12	{ 4,824 00	.....	{ 110 00	{ \$100 per annum included for side-service.
2111	Glasborough to Millville.....	do.....	22	.....	12	2,200 00	.....	100 00	
2112	Millville to Cape May.....	do.....	41	.....	12	3,075 00	.....	75 00	
2113	Elmer to Salem.....	do.....	16.6	.....	12	1,000 00	.....	60 24	
2114	Mount Holly to Medford.....	Pennsylvania.....	6.5	.....	12	1,325 00	.....	50 00	
2115	Jamesburgh to Squan Village.....	Freehold, Jamesburgh and Agricultural, Pennsylvania.....	27	.....	12	1,824 13	.....	66 37½	
2116	Trenton to intersection with Delaware, Lackawanna and Western Railroad.	Pennsylvania.....	62.7	.....	20½	5,496 00	.....	80 00	
2117	Lambertville to Flemington.....	do.....	12 13	.....	12	608 50	.....	50 00	
2118	Greensburgh Station to New Brunswick.	do.....	26 13	.....	12	1,165 20	.....	40 00	
2119	New York to New Bridge.....	New Jersey and New York.....	16.5	.....	6	825 00	.....	50 00	
2120	New Bridge to Stony Point, N. Y.	do.....	27 18	.....	6	1,359 00	.....	50 00	Pay estimated.
2121	Waterloo to Franklin Furnace. Branch, La Fayette Junction to Branchville.	Sussex.....	{ 12 12.76 6	.....	{ 12 6 6	{ 1,650 00	.....	{ 50 00	{ \$100 per annum included for side-service on branch.
2122	New York to Denville.....	Delaware, Lackawanna and Western.	35.93	.....	12	4,024 16	.....	112 00	
2123	Dover to Chester.....	Morris and Essex.....	10	.....	6	500 00	.....	50 00	
2124	Newark to Mont Clair.....	Newark and Bloomfield.....	5.67	.....	12	283 50	.....	50 00	
2125	Rooky Hill to Monmouth Junction. Sandy Hook to Pemberton Junction.	Pennsylvania.....	{ 8 41.2 23.9	.....	{ 6 12 6	{ 400 00	.....	{ 50 00 67 00 67 00	
2126	Branch, Eatontown to Port Monmouth. Branch, Manchester to Barnegat Junction.	New Jersey Southern.....	{ 9.8 20.3	{ 12 12	{ 5,866 70	{ 50 00 50 00	

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2127	Whiting to Ateo.....do.....	33.3	6	1,665 00	50 00
2128	Newark to Peterson.....do.....	13.12	6	656 00	50 00
2129	Ateo to Bridgeton.....do.....	37.75	.....	6	1,510 00	.....	40 00
2130	Whiting to Long Beach.....do.....	29.56	.....	6	1,584 25	.....	50 00
2131	Kinkora to New Lisbon.....do.....	8.5	.....	6	576 40	.....	40 00
2133	Bridgeton to Port Norris.....do.....	20.24	.....	6	1,237 20	.....	30 00
2134	Egg Harbor City to May's Landing.....do.....	7.43	.....	12	371 50	.....	50 00
2135	Jersey City to Ringwood.....do.....	33.5	.....	6	1,340 00	.....	40 00
2136	Ateo to Williamstown.....do.....	9	.....	6	270 00	.....	30 00
2139	Summit to Bernardsville.....do.....	14.6	.....	6	730 00	.....	50 00
2209	Woodbury to Swedesborough.....do.....	11	.....	6	550 00	.....	50 00
2254	New York to Middletown, N. Y.....do.....	88	.....	6	7,304 00	.....	83 00
2258	Elizabethport to Sea Plain.....do.....	47.9	.....	12	2,395 00	.....	50 00
2259	Railway to Perth Amboy.....do.....	7.45	.....	12	372 50	.....	50 00
		1,365 33	.....		191,433 54	.....
PENNSYLVANIA.							
2401	Philadelphia to Pittsburgh.....do.....	353.6	.....	40 1/2	147,451 20	.....	417 00
2402	Philadelphia to Pottsville.....do.....	92.5	.....	14 1/2	11,563 50	.....	125 00
2403	Philadelphia to West Chester.....do.....	26.13	.....	18	2,063 50	.....	75 00
2404	{ Philadelphia to Bethlehem.....do.....	54.6	.....	45 1/2	6,486 00	.....	{ 110 00
	{ Branch, Lansdale to Doylestown.....do.....	9.8	.....	18	883 20	.....	{ 50 00
2405	Philadelphia to Norristown.....do.....	16.24	.....	12	500 00	.....	55 00
2406	Philadelphia to Darby.....do.....	5	.....	6	644 40	.....	100 00
2407	Bridgeport to Downingtown.....do.....	21.48	.....	6	883 50	.....	30 00
2408	Chester to Port Deposit, Md.....do.....	59.25	.....	12	1,500 00	.....	82 00
2409	Honesdale to Lackawanna.....do.....	25	.....	12	1,500 00	.....	60 00
2410	Allentown to Waverly, N. Y.....do.....	105	.....	10	20,800 00	.....	{ 105 00
	Lehigh Valley.....do.....	53	.....	10	2,500 00	.....	{ 115 00
2411	Penn Haven Junction to Mount Carmel.....do.....	28.5	.....	9 1/2	1,319 50	.....	{ 120 00
2412	Penn Haven Junction to Audenried.....do.....	17.5	.....	12	4,460 50	.....	50 00
2413	Pottsville to Henshaw.....do.....	81	.....	10 1/2	7,281 80	.....	75 00
2414	Port Clinton to Williamsport.....do.....	121.53	.....	6	2,351 40	.....	60 00
2415	Sunbury to Tomioken.....do.....	44.1	.....	13	2,093 00	.....	54 00
2416	Hazel Creek Bridge to Tomhicken.....do.....	13.8	.....	13	7,200 00	.....	85 00
2417	Scranton to Northumberland.....do.....	80	.....	13 1/2	1,200 00	.....	73 00
2418	Scranton to Carbondale.....do.....	17.11	.....	7 1/2	1,200 00	.....	50 00
2419	Binghamton, N. Y., to New Hampton, N. J.....do.....	144.5	.....	9 1/2	12,263 50	.....	85 00

Six times a week for three months on 8.5 miles.
\$650 per annum included for mail-messenger service.

Pay estimated.
Do.

\$102.75 per annum included for side-service.

\$344.50 per annum included for mail-messenger service.

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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
	PENNSYLVANIA—Continued.								
2420	Bloesburgh to Corning, N. Y. Branch to Fall Brook Branch to Morris Run Branch to Arnot	Trioga	39.88 6.85 3.8 3.79	..... ..... ..... .....	12 12 6 6	3,713 00	.....	75 00 50 00 50 00 50 00	
2421	Williamsport to Elmira, N. Y.	Northern Central	78	.....	12	13,650 00	.....	175 00	
2422	Sunbury to Erie	Pennsylvania	39.8	.....	18	36,010 20	.....	195 00	
2423	Sunbury to Mount Carmel	Northern Central	247.8	.....	18	1,400 00	.....	114 00	
2424	Alton to Carrollton, N. Y.	Erie	28	.....	10	1,090 00	.....	40 00	
2425	Irvine to Corry	Pittsburgh, Titusville and Buffalo	25.5	.....	6	6,365 00	.....	67 00	
2426	Strasburgh to Leaman Place	Herr & Company	4.95	.....	12	2,950 00	.....	58 83	
2427	Lancaster to Middletown	Pennsylvania	31.2	.....	15	2,164 00	.....	70 00	
2428	Harrisburgh to Auburn	Philadelphia and Reading	59.3	.....	7½	2,915 00	.....	50 00	
2429	Newcastle to Homewood	Pittsburgh, Fort Wayne and Chicago	15	.....	6	2,250 00	.....	150 00	
2430	Harrisburgh to Martinsburgh, W. Va.	Cumberland Valley	94	.....	11½	7,238 00	.....	77 00	
2431	Columbia to Sinking Spring Branch, Junction to Quarryville	Reading and Columbia	39.7 32.2	..... .....	8½ 12	3,145 00	.....	50 00	Pay estimated on 15.4 miles.
2432	York to Columbia	Pennsylvania	13.5	.....	6	675 00	.....	50 00	
2433	Branch, Hanover Junction to Hanover	Hanover Branch	56 13	..... .....	7½ 6	3,450 00	.....	50 00	Pay estimated on 18.6 miles.
2434	Hanover to Gettysburgh	do	17.5	.....	12	1,050 00	.....	60 00	
2435	Huntingdon to Mount Dallas Station	Huntingdon and Broad Top	44	.....	6	3,000 00	.....	60 00	
2436	Branch, Saxton to Dudley Tyrone to Curwinstville	Pennsylvania	6 47.1	..... .....	6 12	3,061 50	.....	65 00	Pay estimated on 6.5 miles.
2437	Altoona to Martinsburgh Branch, Duncansville to Newry Branch, Martinsburgh Junction to Henrietta	do	22.3 3 6.7	..... ..... .....	10½ 6 6	1,600 00	.....	50 00	
2438	Cresson to Ebensburg	do	11	.....	12	550 00	.....	50 00	
2439	Tyrone to Lock Haven Branch, Milesburgh to Bellefont	do	55.1 2.7	12 12	3,605 75	62 50 60 00	
2440	Blairsville to Allegheny	do	63.7	9½	4,140 50	65 00	

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2441	Washington to Wheeling, W. Va.	Hempfield	32	12	2, 137 00	55 00	\$377 per annum included for side-service.
2442	Pittsburgh to Oil City	Allegheny Valley	132 71	18	13, 271 00	100 00	
2443	Branch Junction to Indiana	Pennsylvania	19	12	1, 140 00	60 00	
2444	Meadville to Oil City	Atlantic and Great Western	36 25	9	2, 265 62	62 50	
2445	Miles' Grove to Newcastle	Erie and Pittsburgh	83	12	10, 790 00	130 00	
2446	Lake City to Ashland, Ohio	Lake Shore and Michigan Southern	87 09	6	4, 354 50	50 00	
2447	Bethlehem to Chapman Quarries	Lehigh and Lackawanna	15	12	7, 750 00	50 00	
2448	Downtown to Honey Brook	Pennsylvania	18	6	900 00	50 00	
2449	West Chester to Intersession	West Chester	9	6	250 00	27 77	
2450	Junction Pennsylvania Railroad to Milroy	Pennsylvania	12 5	12	625 00	50 00	
2451	Pottsville to Frackville	Philadelphia and Reading	8 51	104	425 50	50 00	
2452	Greenville to Hilliard's	Shenango and Allegheny	47 5	6	2, 850 00	60 00	
2453	Carlisle to Mountain Creek	South Mountain Iron Company	18	6	450 00	25 00	Pay estimated on 14 miles
2454	Freeport to Butler	Pennsylvania	21 3	12	1, 065 00	50 00	
2455	Wilmington, Del., to Reading, Pa.	Wilmington and Reading	72 6	6	3, 636 00	50 00	
2456	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis	22 8	12	1, 492 00	65 00	
2457	Perkmen Junction to Pennsylvania	Philadelphia and Reading	37 72	64	1, 697 40	45 00	Pay estimated on 14 miles.
2458	Pottstown to Colebrookdale	do	13 05	6	522 00	40 00	
2459	Oilopolis to Pithole	Pithole Valley	7	6	210 00	30 00	
2460	Lebanon to Tower City	Philadelphia and Reading	43 1	74	1, 724 00	40 00	
2461	Towanda to Bernice	Sullivan and Erie Coal and Railroad Company	22 32	6	1, 172 80	40 00	
2462	Schuylkill Haven to Glenn Carbon	Philadelphia and Reading	13 2	12	528 00	40 00	
2463	Topton to Kutztown	do	4 36	9	218 00	50 00	
2464	Branch, Broad Top to Mount Pleasant	Pittsburgh and Connellsville	147 8	12	13, 661 00	50 00	
2465	Branch, Connellsville to Uniontown	Erie	12	12	54 00	50 00	
2466	Carbondale to Susquehanna Depot	do	38 25	6	1, 912 50	50 00	
2467	Lawrenceville to Antrim	Fall Brook Coal Company	23 5	12	2, 449 50	75 00	
2468	Phoenixville to Eagle	Philadelphia and Reading	13 6	6	556 00	50 00	
2469	Lewisburg to Laurelton	Pennsylvania	11 12	12	1, 350 80	60 00	
2470	Union City to Titusville	Pittsburgh, Titusville and Buffalo	14 1	6	705 00	50 00	\$107 per annum included for mail-messenger service.
2471	Towanda to Barclay	Towanda Coal Company	12	6	480 00	40 00	
2472	Shaff's Bridge to Somerset	Somerset and Mineral Point	9 1	12	655 00	50 00	\$200 per annum included for mail-messenger service.
2473	Marion Junction to Richmond Furnace	Cumberland Valley	19 13	6	1, 072 00	50 00	
2474	Branch, Mercersburg Junction to Mercersburg	Pennsylvania	2 31	6	1, 600 00	50 00	
2475	Mount Dallas Station to New Bridgeport	Philadelphia and Reading	32	7	30, 880 00	233 00	
2476	Allentown to Harrisburg	do	90	21			

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
PENNSYLVANIA—Continued.									
2477	Conshohocken to Flourtown	Philadelphia and Reading	7.25	.....	6	353.50	.....	Dollars. 30 00	\$145 per annum included for mail messenger service.
2478	Easton to Allentown	Lehigh Valley	16.58	.....	36	4,078.68	.....	246 00	
2480	Red Bank Furnace to Driftwood	Allegheny Valley	109.95	.....	6	5,497.50	.....	50 00	
2482	Chambersburg to Mont Alto	Mont Alto	14.75	.....	6	590.00	.....	40 00	
2483	Tunkhannock to Montrose	Montrose	35.24	.....	6	1,009.60	.....	40 00	
2484	Lawrenceville to Elkland	Fall Brook Coal Company	13.08	.....	12	634.00	.....	50 00	
2485	Mechanicsburgh to Dillsburgh	Cumberland Valley	8.85	.....	6	354.00	.....	40 00	
2486	Pittsburgh to Monongahela City	Pittsburgh, Virginia and Charleston	31.84	.....	9	2,133.28	.....	67 00	
2487	Valley Junction to Ebbvale, Md	Bachman Valley	13.3	.....	6	399.00	.....	30 00	
2488	Pomeroy to Delaware City, Del.	Pennsylvania	35.58	.....	6	1,543.20	.....	40 00	
2489	Holidaysburg to Royer	do	21.25	.....	6	956.25	.....	45 00	
2490	Mount Union to Broad Top	East Broad Top Railroad and Coal Company	32.23	.....	6	1,289.20	.....	40 00	
2491	Pollock to Karns City	Parker and Karns City	10	.....	12	600.00	.....	60 00	
2492	Antestown to Lloydsville	Bell's Gap	8.82	.....	6	441.00	.....	50 00	
2493	Phillipsburgh to Morrisdale Mines	Pennsylvania	3.69	.....	6	184.59	.....	50 00	
2494	Reading to Slatington	Philadelphia and Reading	43.32	.....	6	1,949.40	.....	45 00	
2495	Berlin to Garrett	Buffalo Valley	8.62	.....	12	431.00	.....	50 00	
2495a	Larabee to Clermont	McKean and Buffalo	23.3	.....	6	1,048.50	.....	45 00	
2496	York to Delta	Peach Bottom	35.56	.....	6	1,778.00	.....	50 00	Pay estimated.
2496a	Barnitz to Williams' Mill	Harrisburgh and Potomac	13.9	.....	6	695.00	.....	50 00	Do.
2497	Norristown to Sligo	Allegheny Valley	10.47	.....	6	418.90	.....	50 00	Pay estimated on 3,756 miles.
2497a	Norristown to Lansdale	Stony Creek	10.9	.....	6	545.00	.....	50 00	Pay estimated.
2498	Oxford to Peter's Creek	Peach Bottom	20.506	.....	6	820.24	.....	40 00	
2499	Pittsburgh to Castle Shannon	Pittsburgh and Castle Shannon	7	.....	6	350.00	.....	50 00	
2500	Newcastle to Stoneborough	Newcastle and Franklin	36.5	.....	6	1,825.00	.....	50 00	
			4,432.946	.....		466,514.92	.....	
DELAWARE.									
3401	Wilmington to Delmar	Philadelphia, Wilmington and Baltimore	84	.....	12	14,815.50	.....	157 00	
3402	Delmar to Crisfield	Eastern Shore Railroad Company of Maryland	38	.....	6	2,470.00	.....	65 00	

3403	Clayton to Oxford, Md	Maryland and Delaware	53.75	6	2,821 88	53 50	Pay estimated on 9.75 miles.
3404	Harrington to Lewes	Junction and Breakwater	40	6	2,000 00	40 00	
3405	Wilmington to Landenburgh, Pa.	Wilmington and Western	19.53	6	781 50	50 00	
3406	Georgetown to Selbyville	Breakwater and Frankford	19.3	6	965 00	50 00	Pay estimated.
			267.6		23,853 58		
MARYLAND.							
3501	{ Baltimore to Philadelphia, Pa. }	Philadelphia, Wilmington and	96	264	51,848 00	538 00	{ 294 miles, at \$392. 99 miles, at \$282.
3502	{ Branch, Perryville to Port Deposit.	Baltimore.	4	6		50 00	
3503	Baltimore to Sunbury, Pa.	Northern Central	140.7	18	28,702 80	204 00	
3504	Baltimore to Wheeling, W. Va.	Baltimore and Ohio	{ 353	45	122,566 00		
3505	Araby to Frederick	do	3	19	390 00	100 00	
3506	Waverton to Hagerstown	do	94.25	19	1,285 25	75 00	
3507	Baltimore to Williamsport	Western Maryland	{ 85.5	13	6,657 30	40 00	
3508	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	6.12	12	1,537 50	75 00	
3509	Cambridge to Seaford, Del	Dorchester and Delaware	23.5	6	1,673 00	50 00	
3510	Towamencin to Berlin	Wicomico and Pocomoke	36	6	1,150 00	50 00	
3511	Townsend, Del. to Centreville, Md	Queen Anne and Kent	36	6	1,800 00	50 00	
3512	Cumberland to Piedmont, W. Va.	Cumberland and Pennsylvania	34	6	1,710 00	50 00	
3513	Clayton, Del., to Chestertown, Md	Kent County	30.8	6	2,310 00	75 00	Pay estimated on 11.25 miles.
3514	Baltimore to Washington, D. C.	Baltimore and Potomac	42.6	6	18,360 60	431 00	
3515	Bowie to Pope's Creek	do	48.68	6	2,434 00	50 00	
3516	Newtown Junction to Newtown	Worcester and Somerset	9	6	450 00	50 00	Pay estimated on 21.24 miles.
3517	Selbyville, Del., to Greenbackville, Va.	Worcester	35.24	6	1,762 00	100 00	
3518	Saint Denis to Point of Rocks	Baltimore and Ohio	60	6	6,000 00	50 00	Pay estimated.
3519	Lake Roland to Western Maryland Railroad Junction	Northern Central	8.5	6	425 00	50 00	
3520	Emmitsburgh to Rocky Ridge	Emmitsburgh	7	6	350 00	50 00	
			1,141.39		251,333 45		
WEST VIRGINIA.							
12001	Harper's Ferry to Harrisonburgh, Va.	Baltimore and Ohio	100.47	6	8,339 01	83 00	
12002	Grafton to Parkersburgh	do	104.58	14	31,896 90	305 00	
12004	Laurel Junction to Volcano	Laurel Fork and Sand Hill	10	18	400 00	40 00	
12005	Pennsborough to Ritchie C. H.	Pennsborough and Harrisville	9	6	450 00	50 00	
			224.05		41,085 91		
VIRGINIA.							
11001	Washington, D. C., to Richmond, Va.	Richmond, Fredericksburgh and Potomac	131	13	34,715 00	265 00	

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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
	VIRGINIA—Continued.								
11002	Alexandria to Lynchburg.....	Washington City, Virginia Mid-land and Great Southern.	170.82	.....	13	43,155 00	.....	250 00	
11003	Branch, Warrenton Junction to Warrenton.....	do	9	.....	6			50 00	
11004	Manassas to Strasburg.....	Washington and Ohio.	62.55	.....	6	3,190 05	.....	51 00	
11005	Alexandria to Round Hill.....	Chesapeake and Ohio.....	52.74	.....	6	3,795 22	.....	53 00	
11006	Richmond to Huntington, W. Va.....	Richmond and Danville.....	272.96	.....	13	34,225 40	.....	90 00	
11007	Richmond to Greensborough, N. C.....	Richmond, York River and Chesapeake.	148.6	.....	16	32,228 60	.....	65 00	
	Richmond to West Point.....	Richmond and Petersburg.....	39.84	.....	6	1,992 00	.....	170 00	
11008	Richmond to Petersburg.....	Petersburg.....	24.07	.....	14	5,734 24	.....	50 00	
11009	Petersburgh to Weldon, N. C.....	Petersburgh.....	65.51	.....	14	14,543 22	.....	222 00	
11010	Petersburgh to City Point.....	Atlantic, Mississippi and Ohio.....	10.75	.....	6	4,537 50	.....	50 00	
11011	Petersburgh to Norfolk.....	do	82.4	.....	6	4,944 00	.....	60 00	
11012	Petersburgh to Lynchburg.....	do	123.75	.....	6	8,043 75	.....	65 00	
11013	Lynchburg to Bristol, Tenn.....	do	205	.....	14	49,200 00	.....	240 00	
11014	Glade Spring to Saltville.....	do	10	.....	6	225 00	.....	28 50	
11015	Portsmouth to Weldon, N. C.....	Seaboard and Roanoke.....	79.26	.....	6	4,676 34	.....	59 00	
11016	Lynchburg to Danville.....	Washington City, Virginia Mid-land and Great Southern.	66.34	.....	6	3,317 00	.....	50 00	
11017	Chester to Wintereport.....	Richmond and Petersburg.....	18.5	.....	6	370 00	.....	30 00	
11018	Washington, D.C., to Alexandria, Va.....	Alexandria and Washington.....	7	1,769.67	13	1,750 00	945,702.32	250 00	\$150 per annum included for mail-messenger service.
	NORTH CAROLINA.								
13001	Raleigh to Weldon.....	Raleigh and Gaston.....	97	.....	6	7,275 00	.....	75 00	
13002	Weldon to Wilmington.....	Wilmington and Weldon.....	163	.....	13		.....	172 00	
	Branch, Rocky Mount to Tarborough.	do	17	.....	7	28,886 00	.....	50 00	
13003	Wilmington to Charlotte.....	Carolina Central.....	189.66	.....	6	10,431 30	.....	55 00	
13004	Goldborough to Charlotte.....	Richmond and Danville.....	130.35	.....	14	25,028 25	.....	75 00	
13005	Goldborough to Morehead City.....	Atlantic and North Carolina.....	95	.....	12	3,225 00	.....	164 00	
13006	Salisbury to Henry's.....	Western North Carolina.....	117.31	.....	6	6,696 67	.....	55 00	
								57 00	Pay estimated on 3 miles.

13007	Charlotte to Augusta, Ga.	187	194,625 00	13	125 00
13008	Charlotte to Shelby	56 75	2,337 50	6	50 00
13009	Charlotte to Statesville	48 75	2,222 10	6	45 00
13010	Raleigh to Cameron	43 75	3,076 34	6	53 00
13011	Fayetteville to Sanford	38 53	2,926 50	6	50 00
13012	Branch, Sanford to Egypt Depot	6	1,465 50	6	50 00
	Greensborough to Salem	28 31	119,985 16		
		1,338 07			
SOUTH CAROLINA.					
14001	Columbia to Greenville C. H.	144 01		6	58 00
	Branch, Cokesbury to Abbeville	11 81	9,443 58	6	50 00
	Branch, Belton to Anderson C. H.	10 01		6	50 00
14002	Columbia to Florence	82 08		7	100 00
	Branch, Florence to Wilming-	109 7	25,311 50	13	155 00
	ton, N. C.				
14003	Kingsville to Augusta, Ga.	128 28		13	70 00
	Branch, Kingsville to Camden	37 95		6	50 00
	Branch, Kingsville to Columbia	30 7	18,176 10	13	50 00
	Branch, Branchville to Charles-	63 5		13	80 00
	ton.				
14004	Charleston to Savannah, Ga.	104	11,544 00	13	111 00
14005	Charleston to Florence	103	11,948 00	13	116 00
14006	Florence to Cheraw	40 88	2,166 64	6	53 00
14007	Chester C. H. to Yorkville	24 25	1,312 50	6	50 00
14008	Aiston to Spartanburgh C. H.	68 75	3,437 50	6	50 00
14009	Anderson C. H. to Walhalla	84 34	1,360 00	6	40 00
14010	Port Royal to Augusta, Ga.	112 28	5,614 00	6	50 00
		1,106 2	90,113 94		
GEORGIA.					
15001	Atlanta to Charlotte, N. C.	266 5	26,650 00	7	100 00
15002	Atlanta to Chattanooga, Tenn.	136 75	205 00	7	205 00
15003	Atlanta to West Point	86 68	13,522 06	14	158 00
15004	Augusta to Atlanta	51 62	23,226 14	13	147 00
15005	Millen to Augusta	133 12	4,196 87	14	79 00
15006	Washington to Double Wells	18 85	942 50	6	50 00
15007	Union Point to Athens	38 92	2,794 88	6	64 00
15008	Kingsdon to Rome	90 35			50 00
15009	Savannah to Live Oak	180 47	1,017 50	7	120 00
15010	Branch, Du Pont to Bainbridge	106 48	27,832 94	13	58 00
	Savannah to Macon.	192 135	15,370 00	14	80 00
15011	Macon to Columbus	100 94	7,570 50	13	75 00

\$340 per annum included for mail-messenger service.

**\$240 per annum included for
mail-messenger service.**

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
GEORGIA—Continued.									
15012	Macon to Atlanta.....	Central Railroad and Banking Company.	103.52	13	11,387 20	110 00	Pay estimated on 35.5 miles.
15013	{ Macon to Brunswick. Branch, Cochran to Hawkinsville, Gordon to Milledgeville.....	{ Central Railroad and Banking Company. do	{ 188 10 18.25	{	{ 7 6 6	{ 12,620 00 912 50 1,106 25	{	{ 65 00 40 00 50 00	
15014	Eaton to Milledgeville.....	do	92.125	.....	6	1,106 25	.....	50 00
15015	{ Fort Valley to Euftaula, Ala. Branch, Smithville to Albany Branch, Cuthbert to Fort Gaines Branch, Albany to Arlington Fort Valley to Perry.....	{ Southwestern..... do	{ 115.34 93.78 92.67 35.5 83.32	{	{ 10 10 6 6 6	{ 11,944 60 666 00 3,768 98 680 00	{	{ 50 00 70 00 50 00 50 00 50 00	
15016	Thomasville to Albany.....	Atlantic and Gulf.....	60.79	.....	7	.....	.....	62 00
15017	Barnesville to Thomaston.....	Central Railroad and Banking Company.	17.25	.....	6	680 00	.....	40 00
15018	Cartersville to Rock Mart.....	Cherokee.....	92	.....	6	660 00	.....	30 00
15019	Camak to Macon.....	Macon and Augusta.....	60.66	.....	6	4,355 64	.....	54 00
15020	Griffin to Carrollton.....	Savannah, Griffin and North Alabama.....	59.86	.....	6	2,693 70	.....	45 00
15021	Brunswick to Albany.....	do	173.31	.....	3	5,199 30	.....	30 00
15022	Columbus to Hamilton.....	North and South.....	93.51	.....	6	1,057 95	.....	45 00
			2,365.695	.....		210,630 58	.....	
FLORIDA.									
16001	Fernandina to Cedar Keys.....	Atlantic, Gulf, and West India Transit Company.	154.8	6	7,740 00	50 00	
16002	{ Jacksonville to Chattahoochee River, Branch, Tallahassee to Saint Marks, Pensacola to Whiting Junction, Ala.....	{ Jacksonville, Pensacola and Mobile. do	{ 213.52 21.89 44.05	{	{ 11½ 3 7	{ 17,519 40 2,200 00	{	{ 80 00 20 00 50 00	

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18004	Toool to Saint Augustine.....	Saint John's.....	15.89	6	784 50	50 00
18005	Pensacola to Millview	Pensacola and Perdido.....	10.682	400.575	6	318 75	98,563 65	30 00
ALABAMA.								
17001	Montgomery to West Point, Ga....	Western Railroad Company of Alabama.....	88.5	.....	14	13,540 50	.....	153 00
17002	Montgomery to Selma	do	50	.....	7	2,200 00	.....	54 00
17003	Montgomery to Eufaula	Montgomery and Eufaula.....	81.24	.....	6	4,063 00	.....	50 00
17004	Montgomery to Decatur	South and North Alabama.....	63.8	.....	12	16,425 25	{	{
			119.05	.....	6			
17005	{ Branch, Tenn., to Stevenson, Ala. Branch, Moscow, Tenn., to Somer ville. Branch, Tusculumbia to Florence	{ Memphis and Charleston..... Memphis and Memphis.....	271.5	.....	14	44,200 00	{	{
			14.5	.....	6			
17006	Marion Junction to Greene- borough.	Selma, Marion and Memphis.....	37.25	.....	7	1,863 50	.....	50 00
17007	Opelika to Columbus, Ga.....	Western Railroad Company of Alabama.....	28	.....	7	1,764 00	.....	63 00
17008	Columbus, Ga. to Troy, Ala.....	Mobile and Girard.....	90	.....	6	4,500 00	.....	50 00
17009	Selma to York Station	Alabama Central	81.7	.....	7	4,575 20	.....	56 00
17010	Selma to Dalton, Ga.....	Selma, Rome and Dalton.....	237.5	.....	7	17,812 50	.....	75 00
17011	Gainesville to Gainesville Junc- tion, Miss.	Mobile and Ohio.....	22	.....	7	980 00	.....	45 00
17012	Mobile to Montgomery	Mobile and Montgomery.....	179	.....	7	26,850 00	.....	150 00
17013	Mobile to New Orleans, La.....	New Orleans, Mobile and Texas.....	140	.....	14	18,200 00	.....	130 00
17014	Opelika to Buffalo	East Alabama and Cincinnati.....	22.5	.....	6	906 00	.....	40 00
17015	Chattanooga, Tenn., to Meridian, Miss.	Alabama and Chattanooga.....	295	.....	7	15,635 00	.....	53 00
17016	Opelika to Good Water	Savannah and Memphis.....	47.28	.....	6	2,858 80	{	50 00
17017	Selma to Pine Apple	Selma and Gulf.....	12.37	.....	6	1,737 60	{	40 00
17018	Mobile to Beech Bridge	Mobile and Alabama Grand Trunk.....	43.19	.....	4	2,001 00	{	40 00
17019	Chocaw to Tuskegee	Tuskegee	59.7	.....	12	300 00	{	50 00
17020	Atalla to Gadsden	East Alabama and Cincinnati.....	6	.....	6	300 00	{	50 00
17021	Eufaula to Clayton	Vicksburg and Brunswick.....	22.5	.....	6	1,125 00	{	50 00
17022	Selma to Martin's Station.....	Selma and New Orleans.....	20.5	2,045.58	6	1,025 00	{	50 00
MISSISSIPPI.								
18001	Canton to Cairo, Ill	New Orleans, Saint Louis and Chicago.....	342.98	.....	13	61,736 40	.....	180 00
18002	Memphis, Tenn., to Grenada, Miss.	Mississippi and Tennessee.....	101.7	.....	10	6,610 50	.....	65 00
18003	Vicksburg to Meridian	Vicksburg and Meridian	45.5	.....	6	10,166 80	{	100 00
			95.2	6		{	59 00

\$210 per annum included for
mail-messenger service.

Pay estimated.

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31005	Bremont to Wagon	do	44.56	6	3,342 00	75 00
31006	Leadvue to Houston	do	236	6	do	135 00
31007	Branch, Mincola to Zavala	do	44.125	6	34,491 25	50 00
31008	Branch, Phelps to Huntsville	do	8.5	6	do	50 00
31009	Palestine to Rockdale	do	131	6	6,050 00	50 00
31010	Houston to Columbia	do	50	6	1,250 00	25 00
31011	Shreveport, La. to Dallas, Tex.	do	40	12	17,028 00	90 00
31012	Marshall to Texarkana, Ark.	do	149.2	6	11,100 00	150 00
31013	Sherman to Brookston	do	74	6	9,997 00	51 00
			57	6	do	do
			1,499.235		150,457 40	
ARKANSAS.						
29001	Memphis, Tenn. to Argenta, Ark.	Memphis and Little Rock	134	7	14,070 00	105 00
29002	Helena to Clarendon	Arkansas Central	48.9	6	2,169 00	45 00
29003	Chicot to Pine Bluff	Texas, Mississippi River and Northwestern	72.76	3	2,183 40	30 00
29004	Chicot to Monticello	do	44.28	3	1,398 40	30 00
29005	Argenta to Ozark	Little Rock and Fort Smith	125.64	6	10,679 40	85 00
29006	Maum to Hot Springs	Hot Springs	25.11	6	1,255 50	50 00
			450.01		31,685 70	
MISSOURI.						
28001	Saint Louis to Aitchison, Kans.	Atlantic and Pacific	329.75	13 1/2	75,183 00	228 00
28002	Saint Louis to Columbia, Ky.	Saint Louis, Iron Mountain and Southern	197	13	28,568 00	144 00
28003	Pacific to Vinita, Indian Ter.	Atlantic and Pacific	327.25	6	37,633 75	50 00
28004	Saint Louis to Kansas City	Saint Louis, Kansas City and Northern	276.56	14 1/2	42,866 80	115 00
						155 00
28005	Quincy, Ill. to Saint Joseph, Mo.	Hannibal and Saint Joseph	171	13	48,777 50	240 00
28006	Branch, Palmyra to Hannibal	Council Bluffs	32.5	7	50 00	215 00
28007	Transfer, Iowa	Saint Louis, Kansas City and Northern	203.5	13	35,409 00	50 00
28008	Tippon to Boonville	Atlantic and Pacific	25	6	1,275 00	174 00
28009	Centralia to Columbia	Saint Louis, Kansas City and Northern	22	6	1,110 00	90 00
28010	Kansas City to Cameron	Hannibal and Saint Joseph	54	6	13,636 00	51 00
28011	Sedalia to Denison City, Tex.	Missouri, Kansas and Texas	447	7	84,930 00	239 00
28012	Saint Joseph to Lexington	Saint Louis, Kansas City and Northern	76.75	7	3,914 25	190 00
28013	Brunswick to Pattonburg	Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha	80.05	6	4,002 30	51 00
28014	Hannibal to Sedalia	Missouri, Kansas and Texas	142.88	7	25,718 40	50 00

Pay estimated on 5.64 miles.
Pay estimated.

\$730 per annum included for ferrage.

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B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
28015	Missouri—Continued.	Alexandria to Centreville.....	85.63	.....	6	4,281 00	.....	58 00	Pay estimated on 24.08 miles.
28016		Pleasant Hill to Carbondale.....	94	.....	6	5,452 00	.....	58 00	
28017		Sedalia to Lexington.....	54.35	.....	6	2,812 50	.....	75 00	
28018		Keokuk, Iowa, to Louisiana, Mo.....	86.8	.....	6	6,510 00	.....	75 00	
28019		Quincy, Ill., to Kirksville, Mo.....	71.28	.....	12	4,124 34	.....	58 00	
28020		Pierce City to Brownsville, Kans.....	48.31	.....	6	2,415 50	.....	50 00	
28021		Mexico to Cedar City.....	50.62	.....	6	2,531 00	.....	50 00	
28022		Road House, Ill., to Mexico, Mo.....	90	.....	12	12,780 00	.....	143 00	
28023		Cuba to Salem.....	40.88	.....	6	2,044 00	.....	50 00	
28024		Holden to Paola, Kans.....	55	.....	6	2,750 00	.....	50 00	
28025		Salisbury to Glasgow.....	15.66	.....	12	763 00	.....	50 00	
28026		Bismarck to Texarkana, Ark.....	414.25	.....	7	64,208 75	.....	125 00	
28027		Calro, Ill., to Poplar Bluff, Mo.....	73.73	.....	6	3,686 50	.....	50 00	
28028		Saint Joseph to Hopkins.....	61.5	.....	6	4,305 00	.....	70 00	
28029		Hannibal to Bowling Green.....	32.52	.....	6	1,626 00	.....	50 00	Pay estimated.
28030		Saint Joseph to Atchison, Kans.....	22.08	.....	6	1,104 00	.....	50 00	Do.
28031		Saint Louis to Normandy.....	10.53	.....	6	526 50	.....	50 00	Do.
28032		Atchison, Kans., to Edgerton Junction, Mo.....	20	.....	6	1,500 00	.....	50 00	Do.
				3,874.26			536,944.69		
19002	TENNESSEE.	{ Bristol to Chattanooga.....	{ 242.7	.....	14 } 62,068.80	.....	.....	244 00	
19003		{ Branch, Cleveland to Dalton, Ga. Rogersville to Bull's Gap.....	{ 28.5 15	6 } 790 00	100 00 52.66	

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Year	Office	No. of letters	No. of circulars	No. of other matter	Total	Pay for mailing	Pay for other expenses	Total pay	Pay estimated.
1904	Nashville to Chattanooga Branch, Watrice Depot to Shelbyville.	114	8	.....	122	24,340 00	.....	145 00	.....
1905	Fayetteville to Decatur	40	.....	.....	40	9,000 00	.....	190 00	.....
1906	Nashville to Decatur, Ala.	192	333	.....	525	10,765 33	.....	50 00	.....
1907	Nashville to Hickman, Ky.	170	82	.....	252	13,323 96	.....	88 00	.....
1908	Nashville to Guthrie, Ky.	48	.....	.....	48	5,376 00	.....	78 00	.....
1909	Guthrie, Ky., to Paris, Tenn.	82	5	.....	87	15,097 50	.....	112 00	.....
1910	Memphis to Paris.	89	.....	.....	89	20,517 50	.....	183 00	.....
1911	Knoxville to Caryville.	43	5	.....	48	1,557 60	.....	145 00	.....
1912	Morristown to Wolf Creek.	34	94	.....	128	1,592 00	.....	175 00	.....
1913	Tracy City to Cowan	23	.....	.....	23	920 00	.....	40 00	.....
1914	Memphis to Covington	38	31	.....	69	1,532 40	.....	40 00	.....
1915	Jasper to Bridgeport, Ala.	13	.....	.....	13	300 00	.....	40 00	.....
1916	Nashville to Lebanon.	32	75	.....	107	1,637 50	.....	50 00	.....
1918	Knoxville to Maryville	16	27	.....	43	813 50	.....	50 00	.....
KENTUCKY.									
2001	Ashland to Geigerville.	13	98	.....	111	395 00	.....	30 00	.....
2002	Covington to Nicholasville	99	13	.....	112	11,766 00	.....	109 00	.....
2003	La Grange to Lexington	67	.....	.....	67	6,164 00	.....	73 00	.....
2004	Cincinnati, Ohio, to Louisville, Ky.	110	275	.....	385	22,075 00	.....	92 00	.....
2005	Louisville to Nashville.	113	5	.....	118	43,990 50	.....	200 00	.....
2006	Bardstown Junction to Bardstown	73	1	.....	74	692 00	.....	217 50	.....
2007	Lebanon Junction to Fish Point	17	3	.....	20	7,694 60	.....	54 00	.....
2008	Branch, Richmond Junction to Richmond.	109	9	.....	118	9,488 00	.....	50 00	.....
2009	Bowling Green to Guthrie	51	.....	.....	51	3,832 00	.....	108 00	.....
2010	Paducah to Trimble, Tenn.	76	64	.....	140	11,951 28	.....	64 00	.....
2011	Evansville, Ind., to Guthrie, Ky.	110	66	.....	176	14,860 16	.....	50 00	.....
2012	Louisville to Paducah	226	6	.....	232	600 00	.....	51 00	.....
2013	Branch, Cecilian to Elizabeth town.	6	19	.....	25	1,380 00	.....	40 00	.....
2014	Glasgow Junction to Glasgow.	12	.....	.....	12	2,950 00	.....	59 00	.....
2015	Anchorage to Shelbyville	19	.....	.....	19	1,692 00	.....	50 00	.....
2016	Willard to Greenup C. H.	34	5	.....	39	206 50	.....	50 00	.....
2017	Owensboro to Owensboro	36	13	.....	49	.....	.....	.....	.....
2018	Mayesville to Paris	50	.....	.....	50	.....	.....	.....	.....
2019	Lexington to Mount Sterling	33	84	.....	117	.....	.....	.....	.....
2020	Cincinnati Junction to Louisville and Nashville Junction.	4	13	.....	17	.....	.....	.....	.....
						142,440 54	.....	50 00	.....

Pay for 13.17 miles.

Pay estimated.

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
				Miles.				Dollars.	
9001	Bellevue to Columbus.	Central Ohio	137.85	13	6	36,812 63	.....	287 00	
9002	Pittsburgh, Pa., to Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago.	35	12	6	98,475 50	.....	219 00	
9003	Rochester, Pa., to Belaire, Ohio.	Cleveland and Pittsburgh.	434.5	12	6	6,875 00	.....	289 00	
9005	Hudson to Columbus.	Cleveland, Mount Vernon and Delaware.	68.75	18	6	17,067 96	.....	100 00	
			145.88	6	6	.....	.....	117 00	
9006	Cleveland to Sharpsville.	Atlantic and Great Western	49.75	6	6	6,707 75	.....	100 00	
			31.61	6	6	.....	.....	50 00	
			3,045	6	6	.....	.....	50 00	Pay estimated on 3,045 miles.
9007	Cleveland to Wellsville.	Cleveland and Pittsburgh.	56.5	18	6	15,558 72	.....	153 00	
9008	Elyria to Millbury.	Lake Shore and Michigan Southern	45.88	12	6	56,669 90	.....	705 00	
9009	Bayard to New Philadelphia.	Cleveland and Pittsburgh.	74.99	12	6	1,025 00	.....	50 00	\$3,749 per annum included, for additional line of railway post-office cars.
9010	Oneida Mills to Carrollton.	Carrollton and Oneida	32.5	6	6	500 00	.....	41 66	
9011	Sandusky to Newark.	Baltimore and Ohio, lessees of Sandusky, Mansfield and Newark Railroad.	116	6	6	17,033 00	.....	153 00	
9012	Xenia to Dayton.	Pittsburgh, Cincinnati and Saint Louis.	17	12	6	1,398 00	.....	94 00	
9013	Springfield to Sandusky.	Cincinnati, Sandusky and Cleveland.	131.35	13	6	11,493 12	.....	87 50	
9015	Columbus to Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	24	6	2,970 00	.....	130 60	
9016	Columbus to Xenia.	Columbus and Xenia.	55	13	6	11,550 00	.....	910 00	
9017	Columbus to Indianapolis, Ind.	Columbus, Chicago and Indiana Central.	188	12	6	31,208 00	.....	166 00	
9018	Gallon to Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis.	204	12	6	37,740 00	.....	185 00	
9019	Blanchester to Hillsborough.	Marquette and Cincinnati	21	6	6	1,701 00	.....	81 00	
9020	Pertmouth to Reed's Mills.	do	56	12	6	8,848 00	.....	156 00	
			198	12	6	.....	.....	255 00	
9022	Toledo to Quincy, Ill.	Toledo, Wabash and Western.	278	12	6	193,472 00	.....	973 00	
			4	6	6	.....	.....	90 00	
			44	6	6	.....	.....	62 00	
9024	Fremont to Saint Mary's.	Lake Erie and Louisville.	89.35	12	6	4,467 50	.....	50 00	
9025	Carey to Findlay.	Cincinnati, Sandusky and Cleveland.	16	12	6	990 00	.....	50 00	

9026	Dayton to Union City.....	Dayton and Union.....	48.17	.....	6	2,890 20	.....	60 00
9027	Dayton to Toledo.....	Dayton and Michigan.....	71.43	.....	18	21,444 00	.....	150 00
9028	Hamilton to Indianapolis, Ind.....	Cincinnati, Hamilton and Indianapolis.....	71.53	.....	12	4,974 50	.....	50 00
9029	Hamilton to Richmond, Ind.....	Cincinnati, Richmond and Chicago.....	99.49	.....	6	5,321 80	.....	118 00
9030	Cincinnati to Dayton.....	Cincinnati, Hamilton and Dayton.....	45.1	.....	43	10,083 37	.....	187 50
9031	Cincinnati to Springfield.....	Pittsburgh, Cincinnati and Saint Louis.....	26.53	.....	31	14,801 60	.....	210 00
9032	Cincinnati to Parkersburgh, W. Va.....	Marietta and Cincinnati.....	65.96	.....	13	72,790 95	.....	50 00
9033	Morrow to Dresden.....	Pittsburgh, Cincinnati and Saint Louis, lessees of Cincinnati and Muskingum Valley Railroad.....	195.15	.....	6	11,205 00	.....	373 00
9034	Dayton to Richmond, Ind.....	Pittsburgh, Cincinnati and Saint Louis.....	149.4	.....	6	2,730 00	.....	75 00
9035	North Bend to Hagerstown, Ind.....	White Water Valley.....	42	.....	7	4,536 25	.....	65 00
9036	Branch, Means to Cadiz.....	Pittsburgh, Cincinnati and Saint Louis.....	72.58	.....	6	44,790 00	.....	230 00
9037	Springfield to Columbus.....	Cincinnati, Sandusky and Cleveland.....	8	.....	14	2,364 72	.....	50 00
9038	Salamance, N. Y. to Dayton, Ohio.....	Atlantic and Great Western.....	45.86	.....	6	35,059 50	.....	90 00
9039	Youngstown to Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.....	389.55	.....	12	1,208 40	.....	53 00
9040	Columbus to Athens.....	Columbus and Hooking Valley.....	77.4	.....	12	7,283 30	.....	87 50
9041	Branch, Logan to New Straitsville.....	Atlantic and Great Western, lessees of Niles and New Lisbon Railroad.....	13.02	.....	12	1,687 00	.....	40 00
9042	Niles to New Lisbon.....	Atlantic and Great Western, lessees of Niles and New Lisbon Railroad.....	33.94	.....	6	3,303 37	.....	50 00
9043	Newark to Shawnee.....	Newark, Somerset and Straitsville.....	44.045	.....	12	546 00	.....	75 00
9044	Clinton to Massillon.....	Cleveland, Mount Vernon and Delaware.....	13.7	.....	6	4,998 00	.....	40 00
9045	Marietta to Canal Dover.....	Marietta and Pittsburgh.....	99.96	.....	6	5,128 50	.....	50 00
9046	Lorain to Uhrichsville.....	Lake Shore and Tuscarawas Valley.....	102.45	.....	6	60,194 25	.....	50 00
9047	Cleveland to Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.....	245.25	.....	12	5,286 00	.....	927 00
9048	Manassah to Toledo.....	Pennsylvania Company, lessees of Mansfield, Cold Water and Lake Michigan Railroad.....	88.1	.....	6	3,105 00	.....	60 00
9049	Harbor to Youngstown.....	Pennsylvania Company, lessees of Ashtabula, Youngstown and Pittsburgh Railroad.....	62.1	.....	6	83,500 00	.....	50 00
9050	Toledo to Elkhart, Ind.....	Lake Shore and Michigan Southern.....	133.6	.....	12	2,404 80	.....	575 00
9051	Painesville to Youngstown.....	Painesville and Youngstown.....	60.12	.....	6	63,809 55	.....	40 00
	Chicago, Ohio, to Chicago, Ill.....	Baltimore, Pittsburgh and Chicago.....	271.53	.....	6		.....	235 00

\$2,000 per annum included for additional daily line of railway post-office cars.

\$6,680 per annum included for additional daily line of railway post-office cars.
Pay estimated on 9.38 miles.

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Annual cost per mile on each route.	Remarks.
OHIO—Continued.									
9052	Dyon's to Cumberland	Eastern Ohio	7.8	.....	6	380 00	.....	<i>Dollars.</i>	Pay estimated.
9053	Marietta to Parkersburgh, W. Va.	Marietta and Cincinnati	15.87	.....	6	783 50	.....	50 00	Do.
9054	Athens to Scott's Landing	do	37	.....	6	1,850 00	.....	50 00	Do.
9055	Columbus to Circleville.	Scioto Valley	31.2	.....	6	1,560 00	.....	50 00	Do.
				5,507.255			979,696 63		
INDIANA.									
22001	Indianapolis to Vincennes	Indianapolis and Vincennes	116.32	.....	6	5,816 00	.....	50 00	
22002	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	.....	21	15,184 00	.....	208 00	
22003	Indianapolis to Cincinnati, Ohio	Indianapolis, Cincinnati and La Fayette.	113.5	.....	18	30,418 00	.....	263 00	
22004	Indianapolis to Peru	Indianapolis, Peru and Chicago	54	.....	18	8,400 00	.....	100 00	\$600 per annum included for side-service.
22005	Indianapolis to La Fayette	Indianapolis, Cincinnati and La Fayette.	24	.....	6	17,183 75	.....	262 00	
22006	Columbus to Madison.	Jeffersonville, Madison and Indianapolis.	46	.....	6	9,300 00	.....	50 00	
22007	New Albany to Indianapolis	do	114	.....	18	15,276 00	.....	134 00	
22008	New Albany to Michigan City	Louisville, New Albany and Chicago.	61	.....	12	14,400 00	.....	50 00	
22009	Richmond to Chicago, Ill.	Pittsburgh, Cincinnati and Saint Louis.	237	.....	6	16,912 50	.....	75 00	
			225.5	.....	12		.....	
22010	{ Cincinnati, Ohio, to East Saint Louis, Ill.	{ Ohio and Mississippi.	{ 72.4	.....	19	88,494 00	.....	{ 279 00	
22011	Cambridge City to Columbus	Jeffersonville, Madison and Indianapolis.	268.6	.....	19	9,720 00	.....	{ 254 00	
			68	.....	6		.....	40 00	
22012	Evansville to Terre Haute	Evansville and Crawfordsville.	110	.....	12	11,000 00	.....	100 00	
22012a	Terre Haute to Rockville.	Logansport, Crawfordsville and Southwestern.	23	.....	6	1,150 00	.....	50 00	
22013	State Line to Logansport	Pittsburgh, Cincinnati and Saint Louis.	61	.....	6	4,575 00	.....	75 00	
22014	Peru to La Porte	Chicago, Cincinnati and Louisville	73	.....	6	4,015 00	.....	55 00	
22015	Fairland to Martinsville	Cincinnati and Martinsville	38.5	.....	6	1,925 00	.....	50 00	
22016	Bradford, Ohio, to Logansport, Ind	Pittsburgh, Cincinnati and Saint Louis.	114.6	.....	6	5,730 00	.....	50 00	

22017	Indianapolis to Peoria, Ill.	Indianapolis, Bloomington and Western Indiana	212.2	6	98,647 00	135 00	Pay estimated on 23.08 miles.
22018	Jeffersonville to North Vernon	Ohio and Mississippi	53.5	18	9,369 50	175 00	
22019	Fort Wayne to Connersville	Fort Wayne, Muncie and Cincinnati	109	6	6,322 00	58 00	
22020	Richmond to Fort Wayne	Grand Rapids and Indiana	91.5	6	4,575 00	50 00	
22021	Anderson to Goshen	Cincinnati, Wabash and Michigan	14.32	6	5,716 00	50 00	
22022	Princeton to Albion, Ill.	Lebanon, New Albany and Saint Louis Air Line	31.03	6	1,086 05	35 00	
22023	Terre Haute to Danville, Ill.	Evansville, Terre Haute and Chicago	56.6	6	3,056 40	54 00	
22024	Indianapolis to Terre Haute	Indianapolis and Saint Louis	72	18	14,112 00	196 00	
22025	La Porte to Michigan City	Indianapolis, Peru and Chicago	12.36	6	618 00	50 00	
22026	Butler to Logansport	Detroit, Eel River and Illinois	94.5	6	4,914 00	52 00	
22027	Rockville to Logansport	Logansport, Crawfordsville and Southwestern	92.1	6	4,605 00	50 00	
22028	La Fayette to Kankakee, Ill.	Cincinnati, La Fayette and Chicago	73.75	6	19,846 50	262 00	
22029	Terre Haute to Martz	Cincinnati and Terre Haute	28.15	6	915 25	35 00	
22030	Attica to Veedersburgh	Indiana North and South	14	6	560 00	40 00	
22031	Evansville to Boonville	Lake Erie, Evansville and Southwestern	18	6	900 00	50 00	
22032	Frankfort to Kokomo	Frankfort and Kokomo	25.5	6	1,200 00	40 00	
22033	Rockport to Huntingburgh	Cincinnati, Rockport and Southwestern	31.02	6	1,551 00	50 00	
			3,078.575			353,245.95	
ILLINOIS.							
22001	Chicago to Milwaukee, Wis.	Chicago and Northwestern	87	25	20,184 00	232 00	
22002	Chicago to Freeport	do	42.5	18	25,168 00	208 00	
22003	Chicago to Union Pacific Transfer.	do	78.5	12			
22004	Elgin to Geneva	do	411	18	131,588 00	268 00	
22005	Sterling to East Saint Louis	do	44	6	2,200 00	50 00	
	(Chicago to Burlington, Iowa ..	Saint Louis, Rock Island and Chicago.	180.8	6	20,395 20	70 00	
	Branch, Aurora to Galena Junction.	do	110.56	12			
	Branch, Galva to Keithsburg.	Chicago, Burlington and Quincy	38.7	36			
22007	Rushville to Yates City	do	169	18	72,215 00	328 00	
22008	Branch, Elmwood to Buda	do	13	12			
22009	Peoria to Galesburg	do	59.3	6			
22010	Galesburg to Quincy	do	63.75	83	6,558 75	57 00	
22011	Burlington, Iowa, to Quincy, Ill.	Chicago, Burlington and Quincy	45	6	9,450 00	50 00	
22012	Streator to Aurora	do	54	124	21,754 00	175 00	
22013	Branch, Aurora to Batavia	do	78	24	4,454 70	301 00	
22014	Mendota to Clinton	do	92	6	4,187 40	62 00	
22015	Rock Falls to Cornion	do	60.79	114	3,209 50	50 00	
	do	do	9	6	2,361 50	50 00	
	Chicago to Davenport, Iowa.	do	64.19	154	58,977 00	319 00	
	do	Chicago, Rock Island and Pacific.	47.23	154		344 00	
			159	154			

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
23016	ILLINOIS—Continued.								
23017	Bureau Junction to Peoria.	Chicago, Rock Island and Pacific.	47	.....	12	4,700 00	.....	100 00	
23018	Chicago to East Saint Louis.	Chicago and Alton	233	.....	124	60,562 00	.....	214 00	
23019	Bloomington to Godfrey.	.....do	111.4	.....	84	19,069 80	.....	130 00	
23020	Washington to Dwight.	.....do	40.6	.....	6	4,031 50	.....	113 00	
23021	Branch, Varna to Lacon	.....do	70.08	.....	6	.....	.....	50 00	
23022	Chicago to Cairo.	Illinois Central	10.55	.....	144	74,375 00	.....	235 00	
23023	Dubuque, Iowa, to Centralia, Ill.	.....do	310	.....	144	50,836 00	.....	209 00	
23024	Joliet to Lake Station, Ind.	Michigan Central	344	.....	12	1,900 00	.....	174 00	
23025	Decatur to East Saint Louis.	Toledo, Wabash and Western.	45	.....	6	90,944 00	.....	40 00	
23026	Pekin to Decatur.	.....do	112	.....	12	3,423 00	.....	187 00	
23027	Hannibal, Mo., to Naples, Ill.	.....do	63.46	.....	6	6,980 50	.....	50 00	
23028	Branch, Maysville to Pittsfield.	.....do	45.5	.....	6	.....	.....	131 00	
23029	La Fayette, Ind., to Bloomington, Ill.	Toledo, Wabash and Western.	18.40	.....	19	9,777 50	.....	985 00	
23030	State Line to Warsaw	Toledo, Peoria and Warsaw.	98.03	.....	19	16,612 50	.....	70 00	\$600 per annum included for ferrriage.
23031	Terre Haute, Ind., to East Saint Louis, Ill.	Indianapolis and Saint Louis	189	.....	18	33,642 00	.....	178 00	
23032	Urbana to Havana.	Indianapolis, Bloomington and Western.	102.7	.....	6	6,590 75	.....	50 00	
23033	Branch, White Heath to Decatur.	.....do	32.35	.....	6	8,544 98	.....	45 00	
23034	East Saint Louis to Du Quoin.	Saint Louis, Alton and Terre Haute.	71.8	.....	144	33,741 60	.....	119 00	
23035	East Saint Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, lessees of Saint Louis, Vandalia and Terre Haute Railroad.	165.4	.....	16	.....	.....	204 00	
23036	Saint Louis, Mo., to Evansville, Ind.	Saint Louis and Southeastern	164.75	.....	12	15,695 25	.....	84 00	
23037	Branch, McLeansborough to Shawneetown.	.....do	41.25	.....	6	16,079 00	.....	45 00	
23038	Beardstown to Shawneetown.	Ohio and Mississippi	229.7	.....	6	5,590 00	.....	70 00	
23039	Springfield to Gilman.	Gilman, Clinton and Springfield.	111.6	.....	6	17,770 00	.....	500 00	
23040	Chicago to Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul.	88.85	18	8,000 73	200 00	
23041	Aurora to Foreston.	Chicago and Iowa.	81.64	12	98 00	

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REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
24017	MICHIGAN—Continued. Detroit to Howard City.....	Detroit, Lansing and Lake Michigan.....	164.67	.....	11½	12,844 56	.....	78 00	
24018	Fort Wayne, Ind., to Walton, Mich.	Grand Rapids and Indiana.....	260.55	.....	92	20,322 90	.....	78 00	
24019	Kalamazoo to South Haven.....	Michigan Central.....	39.74	.....	6	1,957 00	.....	50 00	
24020	Lansing to Fort Wayne Junction, Ind.	Chicago and Lake Huron.....	166.2	.....	6	8,310 00	.....	50 00	
24021	New Buffalo to Pent Water.....	Chicago and Michigan Lake Shore.....	170.56	.....	14½	15,798 12	.....	83 00	
24022	Branch, Holland to Grand Rapids.....	Michigan Central.....	26.65	.....	12	.....	.....	83 00	
24023	Port Huron to Flint.....	Chicago and Lake Huron.....	64.59	.....	6	3,329 50	.....	50 00	
24024	Allegan to Muskegon.....	Michigan Lake Shore.....	53.37	.....	6	2,918 50	.....	50 00	
24025	Xpellant to Bankers.....	Detroit, Hillsdale and Southwestern.....	65.54	.....	6	3,277 00	.....	50 00	
24026	Jackson to Niles.....	Michigan Central.....	104.57	.....	6	5,437 64	.....	50 00	
24027	Grand Rapids to Morgan Station.....	Grand Rapids, Newaygo and Lake Shore.....	47.03	.....	6	2,351 50	.....	50 00	
24028	Niles to South Bend, Ind.....	Michigan Central.....	12.2	.....	6	610 00	.....	50 00	
24029	Jonesville to Lansing.....	Lake Shore and Michigan Southern.....	60.87	.....	6	3,530 46	.....	58 00	
24030	East Saginaw to Saint Louis.....	Saginaw Valley and Saint Louis.....	35.33	.....	6	1,761 50	.....	50 00	
24031	Fort Howard to Ishpeming.....	Chicago and Northwestern.....	180.3	.....	7	16,308 00	.....	90 00	
24032	Muskegon to Big Rapids.....	Chicago and Michigan Lake Shore.....	56.64	.....	6	2,548 80	.....	45 00	
24033	Ionia to Stanton.....	Detroit, Lansing and Lake Michigan.....	25.31	.....	6	1,265 50	.....	50 00	
24034	Walton to Traverse City.....	Continental Improvement Company.....	26.36	.....	6	1,313 00	.....	50 00	
24035	Toledo, Ohio, to Detroit, Mich.....	Toledo, Canada Southern and Detroit.....	39.07	.....	14½	5,361 06	.....	92 00	
24036	Grosse Isle to Fayette.....	Chicago and Canada Southern.....	17.33	.....	14½	.....	.....	102 00	
24037	Saint Clair to Richmond.....	Michigan, Midland and Canada.....	70.3	.....	6	3,515 00	.....	50 00	
24038	Walton to Petoskey.....	Grand Rapids and Indiana.....	16.76	.....	12	838 00	.....	50 00	
			71.86	3,399.49	6	4,096 02	295,123 89	57 00	
25001	WISCONSIN. Milwaukee to North McGregor, Iowa.....	Chicago, Milwaukee and Saint Paul.....	197.2	12	24,650 00	125 00	

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REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
			293.14 4		6	76,885 00		250 00 50 00	
27005	IOWA—Continued.	Burlington to Council Bluffs... Branch, Pacific Junction to East Plattsmouth.			6				
27006		Branch, Red Oak to Eastport...	50		6			68 00	
27007		Chariton to Leon.	37.44		6	1,879 00		50 00	
27008		Creston to Hopkins, Mo.	44.4		6	2,886 00		65 00	
27009		Viele Junction to Unionville, Mo.	104.75		6	5,237 50		50 00	
27010		Villisca to Clarinda.	16		6	800 00		50 00	
		Albia to Northwood.	186.3		6	12,487 30		66 00	
27011		Keokuk to Viele.	17		6	3,798 00		78 00	
27012		Branch, Viele to Burlington...	52.75		6			96 00	
		Clinton to La Crescent Junction, Minn.	178.77		12	12,284 36		68 00	
27013		Stanwood to Tipton.	8.81		6	440 50		50 00	
27014		Davenport to Missouri River...	54		12	87,210 00		295 00 270 00	
		Des Moines to Indianola.	264		6			55 00	
27015		Branch, Summerset Junction to Winterset.	27.01		6	9,532 00		50 00	
27016		Washington to Oskaloosa.	54.01		6	2,700 50		50 00	
27017		Willon Junction to Leavenworth, Kans.	392.77		6	27,433 45		85 00	Pay estimated on 25.01 miles.
27018		Davenport to Maquoketa.	42.76		6	9,138 00		50 00	
27019		Keokuk and Des Moines.	162.81		6	12,373 56		76 00	
27020		Parley to Cedar Rapids.	55.37		6	2,879 24		59 00	
27021		Dubuque and Southwestern.	327.12		6	40,890 00		125 00	
27022		Waterloo to Sioux City.	80		6	5,840 00		73 00	
27023		Waterloo to Mona.	19.59		6	979 50		50 00	
27024		Benlah to Elkader.	74.1		6	3,705 00		50 00	
27025		Clinton to Anamosa.	127.8		6	7,264 60		57 00	
		Calmar to Algona.			6				
27026		Conover to Decorah.	9.5		6	592 50		55 00	
27027		Davenport to Fayette.	126.33		6	6,595 83		51 00	
27028		Sabula to Marion.	87.75		6	4,387 50		50 00	

Missouri Valley to Sioux City .. Branch, California Junction to Wisner.....	Stour City and Pacific.....	76	4	6	12, 226 00	106 00
Des Moines to Ames.....	Des Moines and Minnesota.....	37 12		6		50 00
Des Moines to Fort Dodge.....	Des Moines and Fort Dodge.....	89 04		6	1, 856 00	50 00
Grinnell to Montezuma.....	Central Railroad Company of Iowa.....	18		6	4, 719 12	53 00
Albia to Knoxville.....	Chicago, Burlington and Quincy.....	33 97		6	900 00	50 00
Sioux City to Fortlandville.....	Sioux City and Pembina.....	30 01		6	1, 698 50	50 00
		3, 573 55			1, 500 50	50 00
					373, 605 06	
MINNESOTA.						
Du Luth to Bismarek, Dak	Northern Pacific.....	229	185 19	6	23, 834 80	70 00
Saint Paul to Breckinridge.....	Saint Paul and Pacific.....	219 25		3	12, 978 00	40 00
Saint Paul to Sauk Rapids.....	do	76		8	5, 664 00	56 00
East Saint Cloud Station to Mel-rose.....	do	35		34	1, 860 00	73 00
Saint Paul to Saint James.....	Saint Paul and Sioux City.....	122		12		54 00
Saint Bear Lake to Sioux City.....	Minneapolis and Saint Louis.....	41		32	12, 932 00	106 00
White Bear Lake to Stillwater.....	Lake Superior and Mississippi.....	155 73		12	2, 050 00	50 00
Minneapolis to North McGregor, Iowa.....	Chicago, Milwaukee and Saint Paul.....	215 7		12	13, 859 97	89 00
Hastings to Glencoe.....	do	13 2		12	660 00	50 00
Winona to La Crescent.....	do	74 59		6	20, 491 50	95 00
Auchincloss to Mason City, Iowa.....	do	95		12		40 00
Saint Paul to Winona.....	do	41 38		12	2, 750 00	150 00
Saint Peter to Marshall.....	do	103 84		12	2, 069 00	50 00
Winona to Saint Peter.....	Winona and Saint Peter.....	30		6	21, 079 32	293 00
La Crosse, Wis., to Winnebago City, Minn.....	do	70 66		3	4, 339 80	55 00
Manakato to Wells.....	Southern Minnesota.....	144 26		6	11, 540 80	89 00
Saint James to Lemars, Iowa.....	Central Railroad Company of Min-nesota.....	170 5		6	11, 594 00	68 00
	Stour City and Saint Paul.....	41 06		6	1, 642 40	40 00
		123		6	9, 940 00	80 00
		2, 137 39			162, 529 39	
NEBRASKA.						
Council Bluffs, Iowa, to Ogden City, Utah.....	Union Pacific.....	1, 035 2		7	351, 968 00	340 00
Plattsmouth to Kearney.....	Burlington and Missouri River Railroad Company in Nebraska.....	191		6	13, 370 00	70 00
Omaha to Herman.....	Omaha and Northwestern.....	40 2		6	2, 010 00	50 00
Omaha to Concord.....	Burlington and Missouri River Railroad Company in Nebraska.....	91 5		6	1, 925 50	75 00
Brownville to Seward.....	Nebraska	105 85		6	6, 033 45	57 00
Crete to Beatrice.....	Burlington and Missouri River Railroad Company in Nebraska.....	31 76		6	1, 588 00	50 00
		1, 425 51			376, 984 95	
						\$313 per annum included for ferrage.

313 per annum included for
forriage.

REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
	KANSAS.								
33001	{ Kansas City, Mo., to Cheyenne City, Wyo. Branch, Lawrence to Leavenworth.	Kansas Pacific.....	745 33	..... .....	9 7	144,590 00	..... .....	Dollars. 190 00 90 00	
33002	Atchison to Waterville.....	Central Branch Union Pacific.....	100	.....	7	10,000 00	.....	100 00	
33003	{ Lawrence to Coffeyville..... Branch, Cherry Vale to Independence.	Leavenworth, Lawrence and Galveston.....	142.9 10	..... .....	6 6	11,859 10	..... .....	79 00 57 00	
33004	Elwood to Hastings, Nebr.....	Saint Joseph and Denver City.....	287.2	.....	6	13,177 60	.....	58 00	
33005	Kansas City, Mo., to Baxter Springs, Kans.	Missouri River, Fort Scott and Gulf.....	160.2	.....	13	15,379 20	.....	96 00	
33006	Junction City to Parsons.....	Missouri, Kansas and Texas.....	156.5	.....	6	9,077 00	.....	58 00	
33007	{ Atchison to Pueblo, Colo. Branch, Newton to Wichita.....	Atchison, Topeka and Santa Fe.....	618.56 97.09	..... .....	6 6	43,288 30	..... .....	75 00 70 00	} Pay estimated on 137.32 miles.
33008	Kansas City, Mo., to Ottawa, Kans.	Leavenworth, Lawrence and Galveston.....	33.3	.....	6	2,797 20	.....	84 00	Pay from Olathe to Ottawa.
33009	Atchison to Lincoln, Nebr.....	Atchison and Nebraska.....	152.28	.....	7	9,136 80	.....	60 00	
33010	Leavenworth to Holton.....	Kansas Central.....	56.5	.....	6	2,895 00	.....	50 00	
33012	Junction City to Clay Centre.....	Junction City and Fort Kearney.....	33.85	.....	6	2,031 00	.....	60 00	
33013	Topeka to Kansas City, Mo.....	Kansas Midland.....	49.84	.....	6	2,492 00	.....	50 00	Pay estimated.
33014	Fort Scott to Memphis.....	Fort Scott, Southeastern and Memphis.....	6.52	.....	6	386 00	.....	50 00	Do.
33015	Ottawa to Williamsburgh.....	Kansas City, Burlington and Santa Fe.....	17.38	..... 2,570.12	6	869 00	..... 272,773 20	50 00	Do.
	NEVADA.								
45001	Virginia City to Reno.....	Virginia and Truckee.....	51.75	.....	6	3,741 00	.....	72 29	
45002	Palisades to Eureka.....	Eureka and Palisades.....	91.27	..... 143.09	6	4,563 50	..... 8,304 50	50 00	Pay estimated.
	CALIFORNIA.								
46001	San Francisco to Ogden City, Utah.	Central Pacific.....	877.5	.....	7	204,457 50	.....	233 00	
46002	{ San Francisco to Soledad..... Branch, Gilroy to Tres Pinos.....	Southern Pacific.....	143.8 20.2	..... .....	7 7	12,514 09	..... .....	80 00 50 00	
46003	Roseville to Redding.....	Central Pacific, (Oregon Division).....	132	7	19,000 00	125 00	Pay estimated on 47 miles.

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46004	Folsom City to Shingle Springs.....	26.5	7	1,325 00	50 00	Pay estimated on 5 1/2 m. per. Pay estimated. Do. Do. Do. Do. Do. Do.
46005	Sacramento City to Folsom City.....	23.2	19	1,450 00	62 50	
46006	Sacramento City to San Francisco.....	83	14	7,553 00	91 00	
46007	Dayville to Grafton.....	18.2	6	910 00	50 00	
46008	Napa Junction to Calistoga.....	36	6	1,500 00	50 00	
46009	Marysville to Orville.....	30	6	1,500 00	50 00	
46010	Lathrop to Goheen.....	144.91	6	11,592 80	80 00	
46011	San Francisco to North Pacific.....	90	6	4,500 00	50 00	
46012	{ Stockton to Cloverdale.....	{	{	{	{	
46013	{ Branch Peters to Oakdale.....	{	{	{	{	
46014	Wilmington to Los Angeles.....	21.75	6	870 00	50 00	
46015	Guelina to California.....	96	7	7,200 00	75 00	
46016	Emira to Winters.....	18	13	9,900 00	50 00	
46017	Sanuelito to Tomales.....	49.18	6	2,459 00	50 00	
46018	San Angeles to Anaheim.....	21.7	6	1,055 00	50 00	
46019	San Fernando to San Bernardino.....	81.12	6	4,056 00	50 00	
46020	Visalia to Goheen.....	8.37	6	418 50	50 00	
46021	Nevada County Narrow Gauge.....	22.81	6	1,140 50	50 00	
46022	Cofax to Nevada City.....	16.8	6	840 00	50 00	
46023	Los Angeles to Santa Monica.....	2,030.04		288,021 30		
OREGON.						
44001	Portland to Roseburg.....	139.1	6	19,910 00	100 00	Pay estimated.
44002	Portland to Saint Joseph.....	48.61	6	2,430 50	50 00	
WASHINGTON TERRITORY.						
43001	Kalama to New Tacoma.....	105.6	6	6,336 00	60 00	
DAKOTA TERRITORY.						
35001	Sioux City, Iowa, to Yankton, Dak.....	61.48	6	4,918 40	80 00	
UTAH TERRITORY.						
41001	Ogden City to Salt Lake City.....	36.5	6	2,920 00	80 00	
41002	Salt Lake City to York.....	48	6	4,498 00	63 00	
41003	Ogden City to Franklin, Idaho.....	79.94	6	5,595 80	52 00	
		191.44	7	12,943 80	70 00	
COLORADO TERRITORY.						
38001	{ Denver to El Moro.....	{ 209.2	7	{	{ 70 00	Pay estimated on 90.2 miles.
	{ Branch Pueblo to Canon City.....	{ 45	6	{	{ 50 00	
38003	{ Hughes Station to Boulder.....	{ 27.75	6	{ 2,091 25	{ 75 00	

B.—Railroad-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
38904	COLORADO TERRITORY—Continued. { Denver to Black Hawk Branch, Golden Junction to Longmont. Branch, Fork's Creek to Floyd's Hill. Kit Carson to West Las Animas...	Colorado Central.....	38.5 39 4	..... ..... .....	7 7 7	4,460 00	.....	60 00 50 00 50 00	
38905		Arkansas Valley.....	56	419.45	7	3,360 00	28,795 25	60 00	

THOS. J. BRADY,
Second Assistant Postmaster General.

REPORT OF THE POSTMASTER-GENERAL.

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C.—Steamboat-service as in operation on the 30th of June, 1876.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
15 246 250	MAINE. Boston, Mass., to Machias Port, Me. Rockland to Sullivan. Bath to Booth Bay. Wiscasset to Booth Bay.	Eastern Express Company.	12	32	2	700 00	700 00	One cent on each letter.
		do.	20		2			Six times a week during navigation, and six additional trips a week from July 5 to September 30.
		Eastern Steamboat Company.						Six times a week from December 1 to March 31.
316 321	NEW HAMPSHIRE. Alton Bay to Wolfborough. Centre Harbor to Meredith Village. Wier's Bridge to Wolfborough.	Boston and Maine Railroad Company.	10		6	1,200 00		Three times a week during navigation.
		Winnepiscogee Steamboat Company.	20 30	60	6	650 00	1,850 00	During navigation.
606	MASSACHUSETTS. Wood's Hole to Nantucket.	Nantucket and Cape Cod Steamboat Company.	30	30		2,500 00	2,500 00	Six times a week for four months; three times a week for eight months.
811	RHODE ISLAND. Fall River, Mass., to New York, N. Y.	Old Colony Steamboat Company.	186			10,000 00		Six times a week for nine months; seven times a week for three months.
826	Newport to Wickford.	Newport and Wickford Railroad and Steamboat Company.	12	198	6	6,000 00	16,000 00	
1360 1684 1780 1823	NEW YORK. Burlington, Vt., to Plattsburgh, N. Y. Geneva to Watkins. Lake George to Fort Ticonderoga. Penn Yan to Hammondport.	Champlain Transportation Company.	25		6	1,153 00		During navigation.
		Seneca Lake Steam Navigation Co.	65		6	3,200 00		For four months.
		Champlain Transportation Company.	49		6	400 00		During navigation.
		Lake Kenka Steam Navigation Company.	21	151	6	200 00	4,953 00	
2186 233	NEW JERSEY. New York, N. Y., to Sandy Hook, N. J. New York, N. Y., to Keyport, N. J.	New Jersey Southern Railroad Co.	19.5		12	1,200 50		Six times a week for eight months;
		Christy Garity, Jr.	22	41.5		570 30	1,822 76	three times a week for four months.

REPORT OF THE POSTMASTER-GENERAL.

C.—Steamboat-service as in operation on the 30th of June, 1876—Continued.

Number of route	State and termini	Name of contractor	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Remarks.
	PENNSYLVANIA.							
2501	Pittsburgh to Greensborough	Adam Jacobs	88.5	88.5	.....	4,369 94	4,369 94	Six times a week during navigation; three times a week during residue of year.
	MARYLAND.							
3521	Baltimore to Queenstown	B. S. Ford	40	.....	4	750 00	.....
3696	Baltimore to Pitt's Wharf, Va.	Eastern Shore Steamboat Company	150	150	.....	3,000 00	3,750 00	Four times a week to Crisfield, 108 miles; twice a week residue, 43 miles, from May 1 to Dec. 31, and twice a week to Crisfield; once a week resi- due, from Jan. 1 to April 30.
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	John Mulrine	93	.....	6	7,200 00	.....
12099	Parkersburgh to Gallipolis, Ohio.	Parkersburgh Transportation Com- pany.	89.5	.....	3	5,900 00	.....
12100	Kanawha Court-House to Gallipolis, Ohio.	A. J. Beckett	59	940.5	3	1,300 00	13,700 00	
	VIRGINIA.							
11095	West Point to Baltimore, Md.	York River Steamship Company	200	.....	3	500 00	.....
11096	Norfolk to Baltimore, Md.	Baltimore Steam Packet Company	200	.....	6	18,000 00	.....
11097	Norfolk to Eastville.	Old Dominion Steamship Company	87	.....	3	2,500 00	.....
11098	Norfolk to Matthews Court-House .....	..... do	60	.....	3	2,000 00	.....
11099	Norfolk to Richmond	John A. Punt	158	.....	3	2,400 00	.....
11100	Fredericksburg to Baltimore, Md.	Henry Williams	201	936	2	2,600 00	32,100 00	
	NORTH CAROLINA.							
13100	Wilmington to Fayetteville.	John C. Blocker	112	.....	2	2,300 00	.....
13102	Wilmington to Smithville.	Merritt Cheek	30	.....	6	2,350 00	.....
13144	Plymouth to Franklin Depot, Va.	W. J. Hogan	106	.....	3	1,650 00	.....
13165	Norfolk, Va., to Poplar Branch, N. C.	Isaiah Cain	100	348	2	1,350 00	11,350 00	
	SOUTH CAROLINA.							
14099	Charleston to Moultrieville	Mount Pleasant Ferry Company	6	7	500 00	

REPORT OF THE POSTMASTER-GENERAL.

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14194	Charleston to Edisto Island.....	Peter Teglio.....	39	45	1	1,000 00	1,500 00	
	GEORGIA.							
15184	Rome to Gadsden, Ala.....	J. M. Elliott.....	135		2	3,600 00		Once a week on 40 miles; six times a week on 11 miles.
15286	Traders Hill to Fernandina, Fla.....	William Mangum.....	51	206		1,989 00	5,569 00	
	FLORIDA.							
16017	Palatka to Haw Creek.....	C. R. Griffing & Co.....	35		2	500 00		
16018	New York, N. Y., to Galveston, Tex.....	C. H. Mallory & Co.....	2,036		1	10,400 00		
16019	Cedar Keys to Key West.....	James McKay.....	470		1	18,000 00		
16021	Enfanta, Ala., to Chattahoochee, Fla.....	Samuel J. Whiteside.....	130		2	5,800 00		
16022	Chattahoochee to Apalachicola.....	Andrew J. Parlin.....	151		1	4,900 00		
16023	Palatka to Jacksonville.....	Jacob Brook.....	102		3	8,000 00		
16024	Palatka to Sanford.....	do.....	143		3	5,915 94		
16025	Palatka to Okahumpka.....	S. J. Bouknight.....	275	3,343		2,400 00	55,915 94	Twice a week for four months; once a week for eight months.
	MISSISSIPPI.							
18020	Vicksburgh to Greenwood.....	S. H. Parisot.....	262	263	2	4,800 00	4,800 00	
	LOUISIANA.							
30093	New Orleans to Vicksburgh, Miss.....	Leathers, Tobin & Cannon.....	408		3	35,000 00		
30095	New Orleans to Hope Villa.....	Milton B. Muney.....	119		2	3,000 00		
30097	Brashear to New Iberia.....	Monroe P. Young.....	74		6	6,800 00		
30098	New Orleans to Saint Francisville.....	John J. Brown.....	170		2	10,000 00		
30099	New Orleans to Covington.....	Mandeville and New Orleans Daily Packet Company.....	62		3	3,950 00		
30100	New Orleans to Port Eads.....	J. B. Price.....	116 45	994	3 1	5,056 96	63,606 96	
	TEXAS.							
31095	Indianola to Point Isabel.....	Joseph T. Reeseide.....	114		3	17,950 00		Three times a week for six months; twice a week for residue of year.
31096	Galveston to Brashear, La.....	Charles Morgan.....	160 225		2	50,000 00		Three times a week for eight months; twice a week for residue of year.
31097	Galveston to Indianola.....	do.....	125			10,000 00		
31098	Galveston to Liberty.....	David P. Thompson.....	93		2	7,360 00		
31100	Sabine Pass to Weiss Bluff.....	James B. Price.....	118	835	2	7,000 00	92,310 00	
	ARKANSAS.							
29100	Memphis, Tenn., to Frier's Point, Miss.....	James Lee, jr.....	119		3	1,000 00		
29101	Memphis, Tenn., to Chicot, Ark.....	John A. Scudder.....	230		3	17,000 00		
29102	Chicot to Vicksburgh, Miss.....	do.....	189		3	16,000 00		

REPORT OF THE POSTMASTER-GENERAL.

C.—Steamboat-service as in operation on the 30th of June, 1876—Continued.

Number of route.	State and terminal.	Name of contractor.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Remarks.
ARKANSAS—Continued.								
29103	White River to Pine Bluff	John D. Adams	182.5	.....	2	5,000 00	.....
29104	Pine Bluff to Little Rock	do	105	.....	2	2,000 00	.....
29105	White River to Jacksonville	M. R. Harry	356	.....	2	5,000 00	.....
				1,164.5			48,000 00	
MISSOURI.								
28099	Saint Louis to Grand Tower, Ill.	John A. Scudder	195	.....	3	1,250 00	.....
28100	Saint Louis to Memphis, Tenn.	do	450	.....	3	25,000 00	96,250 00	
TENNESSEE.								
19098	London to King's Creek	R. S. & J. N. Lowery	49	.....	6	3,950 00	.....
19099	Chattanooga to King's Creek	G. W. Coker	110	.....	2	2,983 34	6,943 34	
KENTUCKY.								
20097	Louisville to Evansville, Ind.	Sherley & Hite	292	.....	6	15,000 00	.....
20098	Evansville, Ind., to Cairo, Ill.	Evansville, Cairo and Memphis Packet Company	292	.....	6	15,000 00	.....
20099	Bowling Green to Evansville, Ind.	Green and Harren River Navigation Company	225	.....	2	4,800 00	.....
20100	Paducah to Eastport, Miss.	William G. Brown	265	.....	2	6,000 00	40,800 00	
OHIO.								
9061	Portsmouth to Cincinnati	David Gibson	187.75	.....	3	4,500 00	.....
9062	Cincinnati to Mayville, Ky.	do	65.5	.....	3	2,000 00	.....
9063	Portsmouth to Gallipolis	B. Butterfield	51.35	.....	6	7,300 00	13,800 00	
MICHIGAN.								
24094	Manistee to Milwaukee, Wis.	Engelman Transportation Company ..	160	.....	6	4,160 00	.....	From April 1 to December 1.
24096	Petokey to Mackinac	Grand Rapids and Indiana Railroad Company	55	6	1,900 00	From July 1 to September 30.

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D.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1876.

States and Territories.	CELEBRITY, CERTAINTY, AND SECURITY.				STEAMBOAT.				RAILROAD.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Miles.	Decrease.	Dollars.	Increase.	Miles.	Decrease.	Dollars.	Increase.	Miles.	Decrease.	Dollars.	Increase.			Dollars.	Dollars.
Maine.....	23		2, 621		33		700		69		9, 513		67, 438		13, 540	
New Hampshire.....	102		1, 452						35		5, 758		11, 757		4, 949	
Vermont.....	34		1, 509								2, 558		187, 861		4, 407	
Massachusetts.....	235		2, 151						1		27		4, 908			
Rhode Island.....	16		1, 092													
Connecticut.....	34		687						33		1, 618		52, 733		931	
New York.....	314		9, 643		62		3, 552		308		25, 964		145, 817		12, 639	
New Jersey.....	8		299		27		1, 620		64		39, 305		60, 068		37, 386	
Pennsylvania.....	203		7, 537		36		800		111		3, 261		30, 018		52	
Delaware.....	3		27						1		25		584			
Maryland.....	93		2, 493						40		965				98, 401	
West Virginia.....	5		10, 453						167				171, 637		3, 928	
Virginia.....	242		1, 043		32		13, 707		905		94, 180		591, 434		11, 516	
North Carolina.....	406		2, 307		3		2, 744		944		31, 577		347, 587		32, 314	
South Carolina.....	198		3, 825		14											
Georgia.....	52				18		450		925		9, 727		28, 379		359, 089	
Florida.....	253		3, 516		673		8, 641		43				44, 159		5, 761	
Alabama.....	97		12, 869		510		10, 317		26				135, 699		6, 311	
Mississippi.....	49		1, 095		2		2, 700		21		5, 342		73, 607		28, 598	
Louisiana.....	258		44, 770		294		97, 324				29, 601		85, 426		31, 306	
Texas.....	53		211, 930		105		9, 760				8, 846		146, 756		80, 840	
Arkansas.....	1, 052		105, 106		125		18, 990		54		7, 212		128, 052		909, 382	
Missouri.....	13		1, 775		139		14, 750		151		11, 071		125, 051		113, 025	
Tennessee.....	356		2, 038		143		9, 000		16		4, 009		40, 338		14, 806	
Kentucky.....	159		1, 721						3		6, 890				6, 047	
Ohio.....	51		4, 865						116		6, 962		287, 259		64, 530	
Indiana.....	39		28		64								287, 259		11, 727	
Illinois.....	452		16, 321		166				64		50, 324		43, 614		34, 303	
Michigan.....	354		3, 546		14		880		14		27, 084		675, 813		24, 416	
Wisconsin.....	182		18, 134		96		65		95		16, 606		15, 949		59, 912	
Iowa.....	347		1, 880						208		58, 032		203, 534		1, 593	
Minnesota.....	85		16, 481						2		12, 896		18, 392		3, 575	
Nebraska.....	292		3, 576						184		26, 762		11, 157		30, 338	
Kansas.....	1, 115		14, 299								13, 966		322, 358		28, 285	

E.—Table showing the weight of the mails, the speed with which they are conveyed, the accom on railroad-routes in States in which the contract-term expired June 30, 1876, and also in other pay in accordance with the act of March 3, 1873; and used also in accordance with the act

ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail-line; *d. l.*, double line; *t. l.*, triple line; *m.*, miles; *r. a.*, route-agents; *m. m.*, mail-messengers. A the "Remarks" column refer to the order of the routes in this table.

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	Ohio ..	9008	21007	Elyria, Millbury	Lake Shore and Michigan Southern.	Miles. 74.98	32, 28
2	N. Y. ..	1201	.....	New York, Dunkirk	Erie	459	35
3	N. J. ..	2103	7004	New York, West Philadel- phia.	Pennsylvania	90	28
4	Ohio ..	9049	21045	Toledo, Elkhart	Lake Shore and Michigan Southern.	133.6	32, 28
5	N. Y. ..	1241	.....	Elkhart, Chicago .....	.....do	101	32, 28
6	N. Y. ..	1217	.....	Albany, Buffalo	New York Central and Hud- son River.	298	45, 30
7	N. Y. ..	1211	.....	New York, Albany .....	.....do	144	45, 30
8	N. Y. ..	1211	.....	Albany, Troy .....	.....do	6	30
9	N. Y. ..	1241	.....	{ Buffalo, Elyria	Lake Shore and Michigan {	{ 216.2 }	{ 32, 28 }
				{ Millbury, Toledo	Southern.	{ 8.5 }	
10	N. Y. ..	1241	.....	Buffalo, Chicago .....	.....do	542	32, 28
11	N. Y. ..	1241	.....	{ Elyria, Millbury .....	.....do	{ 79.3 }	{ 32, 28 }
				{ Toledo, Elkhart		{ 143 }	
12	Pa.	9401	.....	Philadelphia, Pittsburgh....	Pennsylvania	353.6	28

modations for mails and agents, the trips per week, and the rates of pay per mile per annum, States and Territories, the returns having been obtained with a view to the re-adjustment of the of July 12, 1876, in the case of re-adjustments taking effect on and after July 1, 1876.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; l., line or lines; a. l., single number followed by an asterisk (*) shows the equivalent in round trips. The figures in parentheses in

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.					
2177501	605, 064	2782565	2792779	45, 462	<i>Feet and inches.</i> r. p. o., 45 by 9, (average,) 1 l.; 18 by 9, 1 l.; fast-mail, 4 l.—45 by 9, 45 by 9, 60 by 9, 60 by 9.	13	\$735 00	60 days, from Dec. 1, 1875; average speed, 32 m. fast-mail; 28 m. residue.	1
654, 545	403, 990	1058535	364, 911	6, 082	r. p. o., 50 by 10, f. f. c., d. l. to Hornellsville, 332 m.; a. l. residue, 127 m.; r. a. apt., 15.11 by 10.4, f. f., s. l. 67 m.; 12.8 by 6.8, f. f., a. l. 39 m.	17½	705 00	60 days, from Dec. 1, 1875.	2
2157332	1078710	3236062	2977649	49, 627	r. p. o., 46 by 8.7, f. f. c., 3 l.; 58.6 by 8.5, f. f. c., 1 l.; tender, 39 by 7.9, f. f. c., 1 l.; r. a. apt., (average,) 15.4 by 6.6, 1 l. through; r. a. apt. 8 by 6.4, 1 additional to Monmouth Junction, 42 m.	49½	628 00	Main route; branches \$58, (146,) \$55; 60 days, from Dec. 1, 1875.	3
1811574	528, 955	2340520	2228749	37, 145	r. p. o., 45 by 9, (average,) 1 l.; fast-mail, 4 l.—45 by 9, 45 by 9, 60 by 9, 60 by 9.	13	625 00	60 days, from Dec. 1, 1875; average speed, 32 m. fast-mail; 28 m. residue.	4
-----	-----	-----	2244739	37, 419	r. p. o., 26 by 9, 1 l.; 45 by 9, (average,) 1 l.; fast-mail, 4 l.—45 by 9, 45 by 9, 60 by 9, 60 by 9.	17½	615 00	60 days, from Dec. 1, 1875; average speed, 32 m. fast-mail; 28 m. residue. Part; residue \$590, \$485, (9, 11.)	5
3146567	1039950	4186517	3364475	54, 071	r. p. o., fast-mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9; and 1 l. 47 by 9, (average.)	34	602 00	60 days, from Dec. 1, 1875; average speed, 45 m. fast-mail; 30 m. residue.	6
2697890	799, 734	3497564	3159723	52, 062	r. p. o., fast-mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9; and 1 l. 47 by 9, (average.)	47*	597 00	60 days, from Dec. 1, 1875. Part; residue \$597, (8.) Average speed, 45 m. fast-mail; 30 m. residue.	7
-----	-----	-----	108, 058	1, 801	-----	37	597 00	60 days, from Dec. 1, 1875. Part; residue \$597, (7.)	8
-----	-----	-----	3066186	51, 102	{ r. p. o., 38 by 9, (average,) 1 l.; 45 by 9, (average,) 1 l.; fast-mail, 4 l.—45 by 9, 45 by 9, 60 by 9, 60 by 9, Buffalo to Cleveland, 184.5 m.; 38 by 9, (average,) 1 l.; 18 by 9, 1 l.; 45 by 9, (average,) 1 l.; fast-mail, 4 l.—45 by 9, 45 by 9, 60 by 9, 60 by 9, Cleveland to Elyria, 25.7 m., and Millbury to Toledo, 8.5 m.	17½	590 00	{ 60 days, from Dec. 1, 1875. Average speed, 32 m. fast-mail; 28 m. residue. Part; residue, \$615, \$485, (5, 11.) 34.2 m. at \$615.	9
6736371	2213808	6958179	1706576	28, 492	See parts, (5, 9, 11.)	17½	553 17	60 days, from Dec. 1, 1875; average rate of pay 184.5 m. at \$590; 135.9 m. at \$615; 222.3 m. at \$485.	10
-----	-----	-----	132, 950	2, 215	{ r. p. o., 38 by 9, (average,) 1 l.; 45 by 9, (average,) 1 l.; 18 by 9, 1 l., Elyria to Millbury, 79.3 m.; 38 by 9, 1 l.; 36 by 9, 1 l., Toledo to Elkhart, 143 m.	17½	485 00	{ 60 days, from Dec. 1, 1875; average speed, 32 m. fast-mail; 28 m. residue. Part; residue \$615, \$590, (5, 9.)	11
2020995	1189305	2210290	1802446	30, 027	r. p. o., 46.5 by 8.9, f. f. c., a. l.; r. a. apt., 10.11 by 8.7, f. f., a. l.	36	438 00	90 days, from Oct. 1, 1874.	12

REPORT OF THE POSTMASTER-GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
13	Pa	2401	8001	Philadelphia, Pittsburgh	Pennsylvania	<i>Miles.</i> 353. 6	28
14	Md	3503	.....	Baltimore, Washington	Baltimore and Ohio	40	28
15	Md	3503	.....	.....do . . . . .	.....do	40	28
16	Ohio	9032	21028	Cincinnati, Parkersburgh	Marietta and Cincinnati	195. 15	30
17	N. Y. . . .	1208	.....	Buffalo, Hornellsville	Erie	91	30
18	Md	3504	10003	Baltimore, Wheeling	Baltimore and Ohio	393	24
19	W. Va. . . .	12002	.....	Grafton, Parkersburgh . . . . .	.....do	104. 58	29
20	Md	3514	10013	Bay View Junction, n. o., (Baltimore,) Washington.	Baltimore and Potomac	46. 1	26
21	Neb.	34001	.....	Omaha, Ogden City	Union Pacific	1, 032. 4	25
22	Ohio	9002	.....	Pittsburgh, Chicago	Pittsburgh, Fort Wayne and Chicago.	469. 5	25
23	N. J.	2101	7001	New York, Easton	Central of New Jersey	74	27
24	Ind	22003	22003	Indianapolis, Cincinnati	Indianapolis, Cincinnati and La Fayette.	113. 50	28
25	Ohio	9001	21001	Bellaire, Columbus	Central Ohio	137½	.....
26	Ohio	9001	21001	Bellaire, Newark . . . . .	.....do	104½	25
27	Ohio	9001	21001	Newark, Columbus . . . . .	.....do	33	25
28	Ind	22028	22029	La Fayette, Kankakee	Cincinnati, La Fayette and Chicago.	75. 75	35
29	Ind	22005	22005	Indianapolis, La Fayette	Indianapolis, Cincinnati and La Fayette.	65. 62	28
30	Ind	22010	22010	Cincinnati, East Saint Louis . . .	Ohio and Mississippi	341	26. 2
31	Ky	20005	20005	Louisville, Nashville	Louisville and Nashville	186. 6	20. 5
32	Tenn	19002	19002	Bristol, Chattanooga	East Tennessee, Virginia and Georgia.	242. 7	50

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
1649487	717, 765	2367252	1744696	29, 078	r. p. o., 58.6 by 8.5, f. f. c., 1 l.; 46 by 8.5, f. f. c., 1 l.; tender, 29 by 7.9, 1 l.; r. a. apt., (average,) 11.6 by 8, f. f., a. l.	37½*	\$417 00	60 days, from Dec. 1, 1875.	13
-----	-----	-----	-----	26, 694	r. p. o., 52.4 by 9.6½, f. f., d. l.	54	375 00	Weight for 30 days, from Oct. 5, 1874, and 90 days on night-line r. p. o., from Dec. 1, 1875.	14
358, 920	125, 164	484, 084	460, 869	15, 362	r. p. o., 52.4 by 9.6½, f. f., a. l., from April 19, 1874.	48	375 00	In October, 1874.-----	15
119, 155	155, 794	274, 879	212, 881	7, 096	r. p. o., 52.4 by 9, f. f., a. l.; apt., (no r. a.,) 14 by 9, a. l.	14	373 00	-----	16
96, 035	81, 741	177, 776	100, 230	1, 670	14 by 9.2, 12.6 by 9.10, f. f., a. l.	32½*	369 50	60 days, from Dec. 1, 1875.	17
640, 707	339, 697	980, 404	501, 623	8, 360	r. p. o., 52.4 by 9.7, f. f. c., d. l. to Grafton, 294 m.; a. l. residue, 99 m.; r. a. apt., 17 by 8.7½, Baltimore and Harper's Ferry, 96 m., and between Grafton and Wheeling, 99 m.	37½*	360 00	60 days, from Dec. 1, 1875; 99 m. at \$330.	18
283, 659	150, 210	433, 869	390, 372	6, 506	r. p. o., 52.4 by 9.7, f. f. c., a. l.	19	330 00	60 days, from Dec. 1, 1875.	19
1023553	682, 498	1706051	1657852	18, 754	r. p. o., 46.10 by 9, f. f., d. l.; r. a. apt., 14.9 by —, f. f., a. l.	29*	327 00	90 days, from Oct. 1, 1875; 3.5 m. increase.	20
392, 733	131, 897	524, 630	460, 466	15, 348	r. p. o., (say) 50 by 9.9, f. f. c., a. l.	7	315 00	r. p. o., with platforms, 54.5 by 9.9. In February, 1876.	21
322, 543	237, 988	560, 531	172, 663	5, 755	24.3 by 8.11½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; a. l. residue, 434½ m.	22½*	300 00	In August, 1875. Additional fast-mail from Sept. 12, 1875, 7 times per week.	22
82, 478	49, 845	132, 323	78, 414	2, 613	14 by 7, d. l.-----	49*	300 00	-----	23
75, 546	156, 155	231, 701	192, 463	6, 415	r. p. o., 50 by 9.5, f. f. c., a. l.; r. a. apt., 12 by 7.6, f. f. c., a. l.	18	268 00	-----	24
251, 473	181, 236	432, 709	-----	-----	-----	-----	267 00	60 days, from Dec. 1, 1875. See parts, (26, 27.)	25
-----	-----	-----	346, 776	5, 779	r. p. o., 50 by 8, f. f., a. l.	20	267 00	60 days, from Dec. 1, 1875. Part; residue \$267, (27.) See whole route, (25.)	26
-----	-----	-----	63, 670	1, 061	In b. c.; no r. a.-----	20	267 00	60 days, from Dec. 1, 1875. Part; residue \$267, (26.) See whole route, (25.)	27
127, 261	98, 811	226, 072	216, 199	7, 206	r. p. o., 50 by —, f. f. c., a. l.; r. a. apt., 12 by 7, f. f. c., a. l.	13	262 00	-----	28
117, 619	82, 315	199, 934	188, 469	6, 282	r. p. o., 50 by 9.5, f. f. c., a. l.; r. a. apt., 12 by 7.6, f. f., a. l.	22*	262 00	-----	29
187, 416	108, 191	295, 607	170, 095	5, 669	r. p. o., 50 by 10, 50 by 10, 50 by 10, 45 by 10, 41 by 10, f. f., a. l.	13½*	254 00	72.40 m. at \$279.-----	30
331, 301	124, 348	455, 649	250, 998	8, 366	r. p. o., 45 by 9.7, f. f., a. l.—to Bowling Green, 113.5 m.; r. a. apt., 14.9 by 9.7, f. f., 1½ l. to Bowling Green, 113.5 m., and 2½ l. residue, 73.1 m. Additional r. a. apt., 14 by 7.4, f. f., a. l. to Lebanon Junction, 30 m.	18½*	247 50	Average speed. 73.1 m. at \$217.50.	31
101, 685	68, 703	170, 388	128, 713	4, 023	r. p. o., 39.7 by 8.9½, f. f. c., a. l.	14	244 00	Main route; branch \$100, (120.)	32

REPORT OF THE POSTMASTER-GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
33	Ohio ..	9046	21042	Cleveland, Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	36
34	Ohio ..	9051	21047	Chicago, O., Chicago, Ill	Baltimore and Ohio, (operating Baltimore, Pittsburgh and Chicago Railroad.)	271.53	35
35	Cal ...	46001	.....	San Francisco, Ogden	Central Pacific	880.96	21
36	Ohio ..	9036	21039	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis.	193	31
37	Mo ...	28011	.....	Sedalia, Denison	Missouri, Kansas and Texas ..	447	29
38	Ohio ..	9002	21002	Pittsburgh, Homewood	Pittsburgh, Fort Wayne and Chicago.	30.7	.....
39	Mo ...	28014	.....	Hannibal, Sedalia	Missouri, Kansas and Texas ..	142.88	20
40	Va....	4409	11008	Richmond, Petersburg	Richmond and Petersburg	24.07	27
41	Ohio ..	9031	21027	Cincinnati, Xenia	Pittsburgh, Cincinnati and Saint Louis, (Little Miami division.)	65.96	28
42	Ohio ..	9016	21014	Columbus, Xenia	Columbus and Xenia	55	28
43	Ohio ..	9002	.....	Pittsburgh, Chicago	Pittsburgh, Fort Wayne and Chicago.	469.5	27
44	Ohio ..	9002	21002	.....do .....	.....do	469.5	27
45	Ind ...	22002	22002	Indianapolis, Terre Haute ..	Terre Haute and Indianapolis.	73	30
46	Tenn ..	19004	19004	Stevenson, Chattanooga	Nashville and Chattanooga ...	39	25
47	Ga....	15002	15002	Atlanta, Chattanooga	Western and Atlantic	138.47	23
48	Tenn ..	19004	19004	Stevenson, Chattanooga	Nashville and Chattanooga ...	39	.....
49	Ill	23031	.....	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis.	165.40	30
50	Va....	4410	11009	Petersburgh, Weldon	Petersburgh	65.51	20
51	Ohio ..	9051	21047	Chicago, O., Chicago, Ill....	Baltimore and Ohio, (operating Baltimore, Pittsburgh and Chicago Railroad.)	271.53	35
52	Ky ...	20004	20004	Cincinnati, Louisville	Louisville, Cincinnati and Lexington.	110½	27.5
53	Ill	23010	.....	Camp Point, Quincy	Chicago, Burlington and Quincy.	22	25
54	Ill	23010	.....	Galesburgh, Camp Point .....	.....do	78	25
55	Ohio ..	9030	21026	Cincinnati, Dayton	Cincinnati, Hamilton and Dayton.	60.45	.....

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
260,568	173,681	434,249	232,454	7,748	r. p. o., 39.2 by 9.2, f. f., d. l. to Gallion, 80 m.; a. l. residue, 165.25 m.	19	\$237 00	80 m. at \$292.....	33
201,943	142,326	344,269	233,048	4,717	r. p. o., 50 by 8, f. f., a. l.; r. a. apt., 20 by 8, f. f., a. l.	14	235 00	60 days, from Dec. 10, 1875.	34
172,607	314,686	487,293	343,018	11,434	r. p. o., 55.1½ by 8.9, f. f. c., a. l.	7½	233 00	In February & March, 1876, 3.46 m. increase.	35
226,992	630,118	1,117,110	935,222	16,420	r. p. o., 50.5 by 9.2, f. f., a. l.	20	230 00	60 days, from Dec. 1, 1875. Main route; branch \$50, (306.)	36
93,205	39,436	132,641	84,297	2,809	r. p. o., (say) 51.2 by 9.10, f. f., a. l.	7	223 00	In July, 1875; r. p. o., "over all," 57.7.	37
87,683	39,525	127,208	127,208	2,190	.....	.....	219 00	Part; residue \$209, (44.) Weight carried for 60 days, from Dec. 1, 1875, by Erie and Pittsburgh trains.	38
60,249	23,809	84,058	64,057	2,136	r. p. o., (say) 51.2 by 9.10, f. f., a. l.	7	225 00	In July, 1875; r. p. o., "over all," 57.7.	39
182,065	55,745	238,430	235,065	3,927	r. p. o., 42 by —, f. f. c., d. l.	13	213 00	60 days, half from June 1, 1875, and residue from Jan. 24, 1876. \$150 m. m.	40
174,223	415,390	589,713	551,446	2,190	r. p. o., 50.5 by 9.2, f. f., a. l.; r. a. apt., 19.7 by 8.6, f. f., a. l.	20	220 00	60 days, from Dec. 1, 1875. Part; residue \$50, (354.)	41
411,540	142,133	554,673	545,819	2,096	r. p. o., 50.5 by 9.2, f. f., a. l.; r. a. apt., 19.7 by 8.6, f. f., a. l.	13	210 00	60 days, from Dec. 1, 1875.	42
104,534	696,855	1,047,389	696,579	6,961	24.3 by 11½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; s. l. residue.	25½	209 00	90 days, from Oct. 1, 1874. 35 m. at \$219.	43
659,414	315,384	974,798	277,141	4,619	24.3 by 11½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; s. l. residue.	29½	209 00	60 days, from Dec. 1, 1875. 35 m. at \$219, (38.)	44
388,914	194,784	583,698	544,150	2,069	r. p. o., 50.6 by 9.3, f. f. c., a. l.; r. a. apt., 19.7 by 7.7, f. f., d. l.	22*	208 00	60 days, from Dec. 1, 1875.	45
.....	.....	.....	123,202	4,106	12.6 by 8.8, f. f., d. l.	19	205 00	Part; residue \$145, (91.) With lap service. See whole route, (90.)	46
80,074	114,936	195,012	143,323	2,811	r. p. o., 40 by 9, f. f., a. l.; r. a. apt., 13.4 by 8.4, f. f., a. l.	14	205 00	51 days, 21 from Mar. 15, and 30 from May 15, 1876.	47
16,981	32,086	49,067	49,067	1,635	.....	.....	205 00	Lap service performed by Memphis and Charleston Railroad Company; paid for to Nashville and Chattanooga Railroad Company.	48
176,233	354,839	531,072	453,629	7,560	r. p. o., 50.6 by 9.9, f. f. c. and m. c., a. l.; r. a. apt., 19 by 7, f. f., a. l.	19	204 00	60 days, from Dec. 1, 1875.	49
161,831	48,955	210,786	200,493	3,342	r. p. o., 42.4 by 8.10, f. f. c., d. l.	13	204 00	60 days, half from June 1, 1875, and residue from Jan. 24, 1876.	50
61,241	42,630	103,871	94,038	2,601	r. p. o., 50 by 8, f. f., a. l.; r. a. apt., 20 by 8, f. f., a. l.	14	203 00	In June, 1875	51
214,523	84,469	298,992	250,825	5,363	9.6 by 8, f. f., a. l., and b. c.	18	200 00	.....	52
.....	.....	.....	236,840	7,894	r. p. o., 44.11 by 9.6, f. f. c. and m. c., a. l.; r. p. o. lap, 50.8 by —, f. f., a. l.	12	190 00	Part, lap. See residue, (54.)	53
.....	.....	.....	95,174	3,172	r. p. o., 44.11 by 9.6, f. f. c. and m. c., a. l.	12	190 00	Part; see residue, (53).	54
61,874	45,876	127,750	.....	.....	.....	.....	187 50	33.92 m. at \$150. See parts, (56, 83.)	55

REPORT OF THE POSTMASTER-GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
56	Ohio	9030	21029	Cincinnati, Hamilton	Cincinnati, Hamilton and Dayton.	Miles. 26.53	26
57	Ky	20008	20008	Bowling Green, Guthrie	Louisville and Nashville.....	51	24
58	Ohio	9018	21016	Gallion, Indianapolis	Cleveland, Columbus, Cincinnati and Indianapolis.	204	31
59	Ill	22028	.....	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis	189	30
60	Tenn	19009	19009	Guthrie, Paris	Louisville and Nashville.....	62.5	24
61	Ky	20018	20018	Cincinnati Junction, Louisville and Nashville Junction.	Louisville, Cincinnati and Lexington.	4.13	12
62	Miss	18001	18001	Canton, Cairo	New Orleans, Saint Louis and Chicago.	342.98	20
63	Ill	22028	.....	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis	189	29
64	Tenn	19010	19010	Milan, Paris	Louisville and Nashville.....	43.5	25
65	Ind	22018	22019	Jeffersonville, North Vernon	Ohio and Mississippi.....	53.50	24.5
66	N. C	13002	13002	Weldon, Wilmington	Wilmington and Weldon.....	163.07	24
67	Ohio	9017	21015	Columbus, Indianapolis	Columbus, Chicago and Indiana Central.	188	31
68	N. C	13004	13004	Greensborough, Charlotte...	Richmond and Danville.....	93	21½
69	Ala	17005	17005	Memphis, Stevenson	Memphis and Charleston.....	271.5	23
70	Ohio	9020	21018	Portsmouth, Reed's Mills ..	Marietta and Cincinnati	56	25
71	S. C	14002	14002	Columbia, Wilmington	Wilmington, Columbia and Augusta.	191.78	.....
72	S. C	14002	14002	Florence, Wilmington .....	.....do	109.70	.....
73	Tex.	31003	.....	Houston, Denison City.....	Houston and Texas Central...	337.55	20
74	Ohio	9011	21010	Sandusky, Newark	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	116	.....
75	Ohio	9011	21010	Chicago, O., Newark .....	.....do	88	30
76	Ohio	9011	21010	Sandusky, Newark .....	.....do	116	.....
77	Ohio	9007	21008	Cleveland, Wellsville	Cleveland and Pittsburgh.....	102.36	30
78	Ohio	9011	21010	Chicago, O., Newark	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	88	30
79	Ohio	9011	21010	Sandusky, Chicago, O .....	.....do	28	30
80	Ohio	9011	21010	.....do .....	.....do	28	30
81	N. Y.	1222	.....	Troy, Saratoga Springs	Delaware and Hudson Canal Company.	32.81	30
82	Ala	17012	17012	Mobile, Montgomery	Mobile and Montgomery.....	179	24
83	Ohio	9030	21028	Hamilton, Dayton	Cincinnati, Hamilton and Dayton.	33.92	26
84	N. Y.	1221	.....	Eagle Bridge, Rutland	Delaware and Hudson Canal Company.	62.5	30
85	Ohio	9027	21023	Dayton, Toledo	Dayton and Michigan.....	142.96	23
86	N. Y.	1220	.....	Saratoga Springs, Castleton.	Delaware and Hudson Canal Company.	54	30
87	N. Y.	1255	.....	Canandaigua, Elmira	Northern Central	68.5	23
88	N. Y.	1234	.....	Troy, Albany Junction	Delaware and Hudson Canal Company.	6	30
89	Ga.	15004	15004	Augusta, Atlanta	Georgia	171.62	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
-----	-----	-----	118,836	3,961	19 by 7.3, 8 by 6.8, f. f., d. l.	59½*	\$187 50	Part; residue \$150, (83.)	56
131,814	37,012	168,826	162,311	5,410	r. p. o., 45 by 9.5, f. f., s. l.; apt. in b. c., (no r. a.)	13	186 00		57
100,382	61,801	162,183	114,901	3,830	14.9 by 9.7, f. f., s. l.	15½*	185 00		58
55,112	55,601	110,703	66,695	2,223	r. p. o., 39.2 by 9.2, f. f. c., s. l.	18	185 00	In April, 1875.	59
125,601	33,397	158,998	150,924	5,030	r. p. o., 40 by 9.8, f. f. c., s. l.	13	183 00		60
22,642	119,126	141,768	141,768	4,725	r. p. o., 45 by 9.5, f. f., s. l.; apt. in b. c., (no r. a.)	12	182 00		61
57,126	118,725	175,851	84,851	2,819	14.9 by 9.7, f. f., s. l.	7	180 00		62
49,040	50,011	99,051	58,579	1,952	r. p. o., 40 by 9.2, f. f. c., s. l.	18	178 00	In Mar., 1876. Weighing voluntary.	63
35,191	121,533	156,724	149,075	4,969	r. p. o., 45 by 9.5, f. f., s. l.	17½*	175 00	Part; residue \$145, (93.)	64
17,244	38,150	55,434	49,848	1,661	13 by 8.7, f. f., s. l.	13	175 00		65
101,604	36,779	138,383	110,992	3,699	21.8 by 8.7, f. f., s. l.	13	172 00	Main route; branch \$50, (303.) 0.07 m. increase.	66
348,669	163,680	512,349	426,975	7,116	r. p. o., 50.5 by 9.2, f. f., s. l.	20	166 00	60 days, from Dec. 1, 1875.	67
58,534	29,531	88,065	72,990	2,433	18 by 9, f. f., s. l.	7	164 00	Part; residue \$75, (173)	68
38,350	45,595	83,945	36,211	1,207	24 by 9, f. f., s. l.	14	180 00	Main route; branches \$50, \$30, (359, 435.)	69
10,819	26,348	37,167	25,429	847	14.6 by 9.6, f. f., s. l.	12	158 00		70
26,866	79,203	106,069					155 00	82.03 m. at \$100. See parts, (72, 134.)	71
			93,193	3,106	22.7 by 8.9, f. f., s. l.	13	155 00	Part; residue \$100, (134.)	72
51,467	84,970	136,437	62,692	2,069	14 by 7.3, f. f., s. l.	6	153 00	In March, 1875.	73
153,276	241,424	399,700					152 00	60 days, from Dec. 15, 1875. See parts, (75, 80.)	74
			327,781	5,463	r. p. o., 50 by 8, f. f., s. l.	20	152 00	Part; residue \$152, (80.) 60 days, from Dec. 15, 1875. See whole route, (74.)	75
44,277	71,143	115,420					152 00	In June, 1875. See parts, (78, 79.)	76
64,282	65,331	129,613	80,897	2,696	13 by 9, f. f., s. l.	15½*	152 00		77
			69,641	2,321	r. p. o., 50 by 8, f. f., s. l.	20	152 00	In June, 1875. Part; residue \$152, (79.) See whole route, (76.)	78
			25,809	860	16.6 by 6.8, f. f., s. l.	18*	152 00	In June, 1875. Part; residue \$152, (78.) See whole route, (76.)	79
			30,828	513	16.6 by 6.8, f. f., s. l.	18*	152 00	Part; residue \$152, (75.) 60 days, from Dec. 15, 1875. See whole route, (74.)	80
144,355	68,338	212,693	168,980	2,816	21.9 by 7, f. f., s. l.	21½*	150 00	60 days, in May and August, 1875.	81
36,261	54,264	90,525	77,951	2,598	18 by 9, f. f., s. l.	14	150 00		82
			71,751	2,391	19 by 7.3, 8 by 6.8, f. f., s. l.	27*	150 00	Part; residue \$187.50, (56.)	83
121,029	78,207	202,236	134,035	2,233	21.9 by 7, f. f., s. l. to Castleton, 51 m.; d. l. residue, 11½ m.	20½*	150 00	60 days, in May and August, 1875.	84
54,946	36,997	91,843	52,311	1,743	8 by 6.8, 9 by 7.3, f. f., s. l.	16½*	150 00		85
103,592	48,096	151,688	98,670	1,644	21.9 by 7, f. f., s. l.	16½*	150 00	60 days, in May and August, 1875.	86
24,927	36,380	61,307	39,985	1,332	15 by 8.4, (average), 1½ l.	18½*	150 00	In November, 1875.	87
11,189	7,077	18,266	16,424	547	no r. a.	24	150 00	Branch; main route \$107, (116.)	88
41,459	38,916	80,375	55,660	1,835	r. p. o., 25.4 by 8.8, f. f., s. l.	12	147 00	30 days, from May 15, 1876.	89

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
90	Tenn.	19004	19004	Nashville, Chattanooga	Nashville and Chattanooga	Miles. 153	.....
91	Tenn.	19004	19004	Nashville, Stevenson .....	.....do	114	25
92	Tenn.	19004	19004	Nashville, Chattanooga .....	.....do	153	25
93	Tenn.	19010	19010	Memphis, Milan	Louisville and Nashville	89	25
94	Ind.	22007	22007	New Albany, Indianapolis	Jeffersonville, Madison and Indianapolis.	114	27
95	N. Y.	1224	.....	Whitehall, Castleton	Delaware and Hudson Canal Company.	16	30
96	Ala.	17013	17013	Mobile, New Orleans	New Orleans, Mobile and Texas.	140	26
97	Va.	4407	13004	Danville, Greensborough	Richmond and Danville	42.3	.....
98	Ga.	15003	15003	Atlanta, West Point	Atlanta and West Point	86.68	22
99	Vt.	410	.....	Lunenburg Junction, Johnson.	Portland and Ogdensburg	78.81	20
100	Ga.	6001	15004	Augusta, Atlanta	Georgia	171.62	25
101	N. C.	13007	13007	Charlotte, Augusta	Charlotte, Columbia and Augusta.	195.75	20
102	S. C.	5607	14005	Charleston, Florence	Northeastern	103	19
103	Mias.	7004	18004	Mobile, Columbus	Mobile and Ohio	472.7	24
104	Ga.	15009	15009	Savannah, Live Oak	Atlantic and Gulf	179.20	20
105	Ohio.	9015	21013	Columbus, Delaware	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	30
106	Ohio.	9029	21025	Hamilton, Richmond	Cincinnati, Richmond and Chicago.	45.1	25
107	Ohio.	9005	21004	Hudson, Columbus	Cleveland, Mount Vernon and Delaware.	145.88	.....
108	S. C.	14005	14005	Charleston, Florence	Northeastern	103	19.5
109	Tenn.	19008	19008	Nashville, Guthrie	Saint Louis and Southeastern.	46	23
110	S. C.	14004	14004	Charleston, Savannah	Savannah and Charleston	107.63	17
111	Ga.	15012	15012	Macon, Atlanta	Central Railroad and Banking Company.	103.52	20
112	Ill.	23032	.....	Saint Louis, Evansville	Saint Louis and Southeastern.	164.75	23
113	Ky.	20002	20002	Covington, Nicholasville	Kentucky Central	112	.....
114	Ky.	20002	20002	Covington, Lexington .....	.....do	99	22
115	Ky.	20010	20010	Evansville, Guthrie	Saint Louis and Southeastern.	110.66	23
116	N. Y.	1224	.....	Albany, Canada Line	Delaware and Hudson Canal Company.	189.93	30
117	Ala.	17001	17001	Montgomery, West Point	Western, of Alabama	88.5	23
118	Md.	3514	.....	Baltimore, Washington	Baltimore and Potomac	42.6	26
119	Md.	3514	.....	.....do .....	.....do	42.6	.....
120	Tenn.	19002	19002	Cleveland, Dalton	East Tennessee, Virginia and Georgia.	22.5	20
121	Ohio.	9003	21003	Pittsburgh, Bellaire	Cleveland and Pittsburgh	94.5	30

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
88,742	67,826	156,568	79,546	2,651	12.6 by 8.8, f. f., s. l.	15½*	\$145 00	39 m. at \$205. With lap service. See parts, (46, 91.)	90
.....	.....	.....	.....	.....	.....	.....	.....	Part; residue \$205, (46.) See whole route, (90.)	91
71,761	35,740	107,501	76,033	2,534	12.6 by 8.8, f. f., s. l.	15½*	145 00	39 m. at \$205. Without lap service.	92
24,934	62,538	87,772	72,481	2,416	15 by 8, f. f., s. l.	20	145 00	Part; residue \$175, (64.)	93
34,131	48,404	82,535	58,443	1,948	13 by 7, f. f., s. l.	19	134 00	.....	94
35,005	4,680	39,685	37,674	1,255	r. a. in b. c., s. l.	6	132 00	Branch; main route \$107, (116.)	95
39,565	33,812	73,377	64,468	2,148	17.6 by 7.3, f. f., s. l.	14	130 00	.....	96
56,976	23,776	80,752	77,488	2,582	.....	.....	125 00	Part of route 13004. Weighing voluntary.	97
48,360	31,664	80,024	72,132	2,404	17 by 8.3, f. f., s. l.	14	125 00	In Jan., 1876. 0.39 m. increase.	98
47,778	43,740	91,518	67,964	2,265	20 by 6.6, 15 by 6.6, f. f., s. l.	6½*	125 00	In March, 1876.....	99
41,387	41,269	82,656	58,292	1,943	24.6 by 8.6, f. f., s. l.	13	125 00	In Oct., 1875. .04 m. decrease.	100
45,900	24,988	70,888	40,899	1,363	19 by 8, fixtures, s. l.	10½*	125 00	1.25 m. decrease.....	101
12,305	32,541	44,846	39,784	1,326	11 by 8.4, f. f., s. l.	13	125 00	In October, 1875. 1 m. decrease.	102
38,540	49,041	87,581	19,785	659	23 by 9, f. f., s. l.	7	125 00	In Oct., 1875. Main route; branch \$60, (208.)	103
47,265	20,430	67,695	51,056	1,701	16.8 by 9.3, f. f., s. l.	13	120 00	Main route; branch \$58, (217.) 1.27 m. decrease.	104
19,487	26,942	46,429	43,606	1,453	11 by 9.2, f. f., s. l.	6	120 00	.....	105
21,182	10,297	31,479	26,616	887	12 by 9, f. f., s. l.	12	118 00	.....	106
27,150	28,029	55,179	21,621	720	.....	.....	117 00	.....	107
23,104	53,700	76,804	70,983	2,366	12 by 9, f. f., s. l.	13	116 00	.....	108
14,747	7,127	21,874	17,697	589	11.6 by 7.6, f. f., s. l.	13	112 00	.....	109
45,422	19,649	65,071	54,022	1,800	9 by 9, f. f., s. l.	13	111 00	3.63 m. increase.....	110
22,752	26,481	49,233	37,360	957	17.7 by 6.7, f. f., s. l.	13	110 00	39 days, 9 from March 15 and 30 from May 15, 1876.	111
22,798	18,770	41,568	20,832	694	12 by 6.6, f. f., s. l.	12	110 00	Main route; branch \$50, (362.) In March, 1875; reported Oct., 1875.	112
41,559	22,057	63,616	.....	.....	.....	.....	109 00	13 m. at \$75. See parts, (114, 175.)	113
.....	.....	.....	42,794	1,426	12 by 6.6, fixtures, s. l.	12	109 00	Part; residue \$75, (175.) See whole route, (113.)	114
12,774	18,826	31,600	15,347	511	11.6 by 7.6, f. f., s. l.	13	108 00	.....	115
109,045	48,515	157,560	63,714	2,123	21.6 by 6.9, f. f., s. l.	17½*	107 00	Main route; branches \$150, \$132, (88, 95.)	116
33,252	46,908	80,160	66,140	2,204	18 by 8.6, f. f., s. l.	14	105 00	In January, 1876.....	117
.....	.....	.....	.....	.....	r. p. o., 46.10 by 9, f. f., s. l.; r. a. apt., 14.6 by 8.6, f. f., s. l.	13	100 00	Daily average of returns for Oct., 1873, and night r. p. o. l. for 90 days from October 1, 1875.	118
476,312	543,617	1019929	1019923	11,332	r. p. o., 46.10 by 9, f. f., s. l.	6	100 00	90 days, from October 1, 1875, on night r. p. o. l.	119
40,370	21,450	61,820	60,529	2,017	22 by 8.4, f. f., s. l.	14	100 00	Branch; main route \$244, (32.)	120
120,665	69,170	189,835	51,510	1,717	13 by 9, f. f., s. l.	18	100 00	25.75 m. increase by extension to commence at Pittsburgh instead of Rochester.	121

REPORT OF THE POSTMASTER-GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
122	N. J. .	2106	7013	New York, Washington	Morris and Essex	<i>Miles.</i> 73	25
123	Ohio . .	9008	21005	Cleveland, Sharpsville	Atlantic and Great Western . .	84. 40	25
124	Ga. . . .	6008	15009	Savannah, Live Oak	Atlantic and Gulf	180. 47	19
125	N. J. .	2106	7013	New York, Easton	Morris and Essex	87. 40	-----
126	Ga. . . .	6011	15012	Macon, Atlanta	Macon and Western	103. 52	20
127	Ind. . . .	22012	22012	Evansville, Terre Haute	Evansville and Crawfordville . .	110	28
128	Mo. . . .	24030	-----	Saint Joseph, Atchison	Hannibal and Saint Joseph . . .	22. 08	20
129	Ohio . .	9006	21005	Cleveland, Leavittsburgh	Atlantic and Great Western . .	49. 75	25
130	Tex. . . .	31004	-----	Hempstead, Austin	Houston and Texas Central . . .	118. 7	20
131	Ga. . . .	15001	15001	Atlanta, Charlotte	Atlanta and Richmond Air Line.	266. 50	24
132	N. Y. . .	1245	-----	Albany, Binghamton	Delaware and Hudson Canal Company.	142	30
133	Miss. . .	18003	18003	Vicksburgh, Jackson	Vicksburgh and Meridian	45. 5	18
134	S. C. . .	14002	14002	Columbia, Florence	Wilmington, Columbia and Augusta.	82. 08	25
135	Wis. . . .	25014	-----	Elroy, Saint Paul	West Wisconsin	198. 4	23
136	Ohio . .	9013	21012	Springfield, Sandusky	Cincinnati, Sandusky and Cleveland.	131. 35	30
137	N. J. . .	2111	7019	Glassborough, Millville	West Jersey	22	21
138	Ind. . . .	22004	22004	Indianapolis, Peru	Indianapolis, Peru & Chicago . .	78	21
139	Ala. . . .	6610	17010	Selma, Dalton	Selma, Rome and Dalton	237. 5	20
140	Ga. . . .	15011	15011	Macon, Columbus	Southwestern	100. 94	20
141	Ill. . . .	11913	23036	Aurora, Foreston	Chicago and Iowa	81. 64	21
142	Ohio . .	9012	21011	Xenia, Dayton	Pittsburgh, Cincinnati and Saint Louis.	17	25
143	Ky. . . .	20003	20003	La Grange, Lexington	Louisville, Cincinnati and Lexington.	67	20
144	Ohio . .	9038	21034	Salamanca, Dayton	Atlantic and Great Western . .	389. 55	27
145	Ohio . .	9022	-----	Bluffs, Naples	Toledo, Wabash and Western . .	4	-----
146	Fla. . . .	16002	16002	Jacksonville, Chattahoochee River.	Jacksonville, Pensacola and Mobile.	213. 52	18
147	Me. . . .	244	-----	Bangor, Bucksport	Consolidated European and North American Railway.	10. 35	22
148	Tenn. . .	19006	19006	Nashville, Decatur	Louisville and Nashville	129½	24
149	N. J. . .	2103	7004	Frankfort Junction, Ken- sington Station.	Pennsylvania	2. 95	27½
150	Ohio . .	9013	21012	Springfield, Sandusky	Cincinnati, Sandusky and Cleveland.	131. 35	-----
151	Ohio . .	9040	21036	Columbus, Athens	Columbus & Hocking Valley . .	77. 40	22
152	Mich. . .	24035	-----	Toledo, Detroit	Toledo, Canada Southern and Detroit.	56. 37	28
153	N. Y. . .	1224	-----	Albany, Albany Junction	Delaware and Hudson Canal Company.	12	30
154	Ark. . . .	29005	-----	Argenta, Altus	Little Rock and Fort Smith . . .	120	12
155	Mass. . .	18004	18004	Mobile, Columbus	Mobile and Ohio	472. 7	19

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
.....	.....	.....	49,101	1,636	12 by 7.3, (63 m.), 11.7 by 7.7, (73 m.), 19.9 by 7.6, (29 m.), f. f., d. l. to Dover, 44 m., t. l. thence to Hackettstown, 19 m., d. l. residue, 10 m.	13½	\$100 00	In July, 1874; reported Nov., 1875. 10 m. at \$30. Part; residue \$50, (263.)	122
22,331	17,915	47,246	.....	.....	14.4 by 7.10, f. f., s. l. ....	.....	100 00	31.61 m. at \$50; 3 04 m., at \$68. See parts, (129, 252.)	123
81,533	43,767	125,300	91,189	1,519	16.9 by 9.3, f. f., s. l.	7	100 00	61 days, in Jan. and Oct., 1875. 0 28 m. decrease. Main route; branch \$50, (268.)	124
71,611	41,907	113,520	42,650	1,421	.....	.....	100 00	24.40 m. at \$50. See parts, (122, 283.)	125
17,900	28,507	46,487	37,076	1,235	11.7 by 6 7, f. f., s. l.	13	100 00	In November, 1875	126
21,385	37,330	58,716	35,661	1,188	12.6 by 8 7, f. f., s. l.	12	100 00	.....	127
24,916	8,561	33,477	33,477	1,115	13 by 7 7, f. f., s. l.	13	100 00	In May and June, 1876	128
.....	.....	.....	33,241	1,108	14.4 by 7.10, f. f., s. l.	24	100 00	Part; residue \$50, \$68, (123, 252.) See whole route, (123.)	129
28,973	14,092	43,065	32,840	1,094	14 by 7.3, f. f., s. l.	6	100 00	In March, 1875	130
24,951	28,173	53,124	31,374	1,045	19.11 by 8.11½, f. f., s. l.	7	100 00	.....	131
86,076	64,116	150,192	61,977	1,032	17.4 by 9.10, f. f., s. l.	16½	100 00	60 days, in May and August, 1875.	132
.....	.....	.....	30,664	1,022	12 by 7.2, f. f., s. l.	7	100 00	Part; residue \$59, (209)	133
.....	.....	.....	26,095	869	22.7 by 8.9, f. f., s. l.	7	100 00	Part; residue \$155, (72)	134
30,380	20,516	50,896	23,064	768	40 by 9, f. f., s. l.	6	100 00	In Sept., 1875. Main route; branch \$30.	135
22,643	24,558	53,201	22,544	751	13.6 by 9, f. f., s. l. and m. c.	13	100 00	In April, 1875	136
15,671	10,793	26,464	21,728	724	13 by 8.3, f. f., s. l.	12	100 00	In March, 1876	137
19,244	16,861	36,105	30,989	699	12 by 7.1, f. f., s. l.	20½	100 00	.....	138
16,563	23,915	40,478	16,362	545	14 by 7.6, f. f., s. l.	7	100 00	In October, 1875.	139
37,468	22,249	59,717	23,275	517	12.8 by 6.3, f. f., s. l.	6	100 00	45 days, 15 from Mar. 15 and 30 from May 15, 1876.	140
53,935	23,884	77,819	58,371	972	38 by 9½, f. f. c., s. l.	12	98 00	60 days, in March, 1875, and January, 1876.	141
5,362	6,255	11,617	11,157	371	14 by 8.7, f. f., s. l.	18	94 00	.....	142
20,604	19,384	39,988	24,673	822	8.6 by 6.1, f. f., s. l.	12	92 00	.....	143
88,744	76,598	165,342	29,085	969	14.4 by 7.10, f. f., s. l.	16*	90 00	.....	144
15,200	6,681	21,881	21,881	729	.....	.....	90 00	In March, 1876, by Department.	145
47,080	66,831	113,911	36,988	616	16 by 8, (82 m.), 10 by 7, (133.75 m.), f. f., s. l.	11½*	90 00	60 days, half from Nov. 15, 1875, and residue from Jan. 1, 1875. Main route; branch \$30, (442.)	146
12,274	7,971	20,245	17,330	582	9.6 by 7.6, f. f., d. l.	12	89 00	In September, 1875...	147
65,794	19,584	85,378	50,122	1,670	14.9 by 9, f. f.	9½*	88 00	Average speed.	148
11,850	40,041	57,891	57,891	964	13 by 6.2½, s. l.	18	88 00	60 days, from Dec. 1, 1875. Branch; main route \$628, (3.)	149
24,187	23,194	47,381	18,420	616	.....	.....	87 50	.....	150
16,315	11,124	27,509	13,157	438	16 by 8.6, f. f., s. l.	12	87 50	Main route; branch \$40 (415.)	151
14,204	20,660	34,863	25,772	853	16 by 9.3, 10.9 by 9.3, f. f., s. l., 39.07 m., to Trenton Crossing, d. l. residue, 17.30 m.	14½	86 00	.....	152
45,598	31,121	76,719	68,887	1,148	no r. a.	18	85 73	60 days, in May and August, 1875.	153
26,571	13,169	39,731	26,994	899	11 by 6, f. f., s. l.	6	85 00	In January, 1876	154
42,512	52,668	95,180	22,589	752	21.6 by 8.6, f. f., s. l.	7	82 00	Main route; branch \$50, (292.)	155

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
156	Ohio ..	9019	21017	Blanchester, Hillsborough ..	Marietta and Cincinnati	21	25
157	Pa	2445	8045	Miles Grove, New Castle	Erie and Pittsburgh	83	20
158							
159	Iowa ..	27011	.....	Viele Junction, Burlington ..	Chicago, Burlington & Quincy ..	25.75	21
160	Ga	15010	15010	Savannah, Macon	Central Railroad and Banking Company.	192½	20
161	Iowa ..	27011	.....	Keokuk, Viele Junction	Chicago, Burlington & Quincy ..	17	21
162	S. C.	14003	14003	Branchville, Charleston	South Carolina	62.25	18
163	Miss ..	7002	18002	Memphis, Grenada	Mississippi and Tennessee	101.7	20
164	Ga	15005	15005	Millen, Augusta	Central Railroad and Banking Company.	53½	15
165	Tenn ..	19007	19007	Nashville, Hickman	Nashville and Chattanooga	170.82	20
166	Ind	22013	22014	State Line, Logansport	Pittsburgh, Cincinnati and Saint Louis.	61	22
167	Kans ..	33013	.....	Topeka, Kansas City	Atchison, Topeka and Santa Fe ..	49.84	22
168	Ind	22009	22009	Richmond, Chicago	Pittsburgh, Cincinnati and Saint Louis.	225.5	25
169	Tex	31005	.....	Bremond, Waco	Houston and Texas Central	44.56	20
170	Ala	17004	17004	Montgomery, Decatur	South and North Alabama	182.85	25
171	Ala	17010	17010	Selma, Dalton	Selma, Rome and Dalton	237.5	20
172	N. Y.	1228	.....	Carthage, Theresa Junction ..	Utica and Black River	20.5	20
173	N. C.	13004	13004	Goldsborough, Greensborough.	Richmond and Danville	130.35	21
174	Md	3507	10006	Baltimore, Williamsport	Western Maryland	91.62	25
175	Ky	20002	20002	Lexington, Nicholasville	Kentucky Central	13	22
176	N. C.	13001	13001	Raleigh, Weldon	Raleigh and Gaston	97	20
177	Ga	8006	15007	Union Point, Athens	Georgia	39.92	25
178	Ohio ..	9033	21029	Morrow, Dresden	Pittsburgh, Cincinnati and Saint Louis.	149.4	24
179	N. J.	2112	7020	Millville, Cape May	West Jersey	41	32
180	Ill	23038	.....	Peoria, Jacksonville	Peoria, Pekin and Jacksonville ..	87.40	19
181	Va	4415	11015	Portsmouth, Weldon	Seaboard and Roanoke	79.26	30
182	S. C.	5602	14001	Columbia, Greenville	Greenville and Columbia	144.01	15
183	Md	3513	10012	Clayton, Chestertown	Kent County	30.80	16
184	Miss ..	18006	18006	Grand Gulf, Port Gibson	Grand Gulf and Fort Gibson ..	8	18
185	Ohio ..	9042	21038	Newark, Shawnee	Newark, Somerset and Straitsville.	44.043	27
186	Nev	45001	12019	Reno, Virginia City	Virginia and Truckee	51.75	16
187	N. Y.	1804	.....	Saratoga Springs, North Creek.	Adirondack	57.96	20
187	Ga	15016	15016	Macon, Eufula	Southwestern	144.84	17½
188	S. C.	14003	14003	Kingsville, Augusta	South Carolina	118	17
189	S. C.	14003	14003	Kingsville, Columbia .....	.....do	25.70	18
190	N. J.	2258	7003	Elizabethport, Sea Plain	Central, of New Jersey	47.9	27
191	Miss ..	18002	18002	Memphis, Grenada	Mississippi and Tennessee	101.7	20
192	Ga	15013	15013	Macon, Brunswick	Macon and Brunswick	183	18

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
5,488	2,732	8,220	6,493	216	b. c., no r. a.	12	\$31 00	.....	156
22,112	43,353	76,467	48,190	1,606	12 by 9, f. f., s. l.	12	80 00	In August, 1875.	157
.....	.....	.....	22,145	738	15.3 by 8.9, f. f., s. l.	12	80 00	Vacant	158
25,104	22,475	47,579	22,697	597	8.2 by 7, f. f., s. l.	14	80 00	Part; with lap. Lap 6 trips, (161.)	159
.....	.....	.....	17,213	574	15.3 by 8.9, f. f., s. l.	12	80 00	38 days, 8 from March 15 and 30 from May 15, 1876.	160
11,931	6,986	18,917	16,914	563	10 by 8, f. f., s. l.	20	80 00	Part; residue lap, (159)	161
9,322	11,492	20,814	11,535	384	12.24 by 6.10, f. f., s. l.	10*	80 00	Branch; main route \$70, (188.) 1.25 m. decrease.	162
11,973	12,195	24,168	20,737	518	8.2 by 7, f. f., s. l.	14	79 00	In October, 1875	163
19,969	19,674	39,643	22,010	733	12.6 by 8.8, f. f., s. l.	12*	80 00	40 days, 10 from March 15 and 30 from May 15, 1876.	164
10,621	19,096	29,717	21,324	710	18.4 by 8.7, f. f., s. l.	6	78 00	.....	165
7,827	17,100	24,927	21,261	708	13 by 8.6, (average,) f. f., s. l.	7	75 00	.....	166
26,690	22,257	48,947	19,846	661	11 by 8.9, f. f., s. l.	13	75 00	In January, 1876	167
11,911	8,314	20,225	19,028	634	14 by 7.3, f. f., s. l.	6	75 00	.....	168
25,773	30,207	64,980	18,332	611	14 by 7.6, s. l.	7	75 00	In March, 1875	169
28,602	40,752	69,354	29,553	546	15 by 7.8, f. f., s. l.	7	75 00	63.8 miles at \$117.50.	170
.....	.....	.....	15,870	529	9 by 9, f. f., s. l.	12	75 00	54 days, 24 from March 15 and 30 from May 15, 1876.	171
12,031	14,586	32,617	15,748	524	19 by 8, f. f., s. l.	7	75 00	Part. In March, 1876.	172
21,622	11,826	33,448	15,298	509	10.6 by 8, f. f., s. l.	12	75 00	Part; residue \$164, (63.)	173
.....	.....	.....	12,711	423	12 by 6.6, fixtures, s. l.	6	75 00	In March, 1876. 6.12 miles at \$40.	174
8,531	12,590	21,121	12,104	40*	12 by 9, f. f., s. l.	6	75 00	Part; residue \$109, (114.) See whole route, (113.)	175
7,274	7,421	14,695	11,276	375	24.6 by 8.6, f. f., s. l.	13	75 00	.....	176
20,600	16,832	37,432	10,753	358	14.6 by 6.10 f. f., s. l.	6*	75 00	In October, 1875.	177
7,647	5,675	13,322	9,804	326	13 by 8.3, f. f., s. l.	12	75 00	.....	178
10,504	9,880	20,384	9,686	322	13.4 by 8, f. f., s. l.	6*	75 00	In March, 1876	179
10,222	9,330	20,152	9,367	312	20.6 by 8.6, f. f. c. and m. c.	6*	75 00	In Mar., 1875. (See F.)	180
13,138	8,685	21,823	9,141	304	12 by 7, f. f., s. l.	6	75 00	In October, 1875. 0.74 m. decrease.	181
6,344	4,642	10,986	8,417	280	16 by 6, f. f., s. l.	6	75 00	In October, 1875 Main route; branches \$30, (433, 434.)	182
1,424	790	2,214	2,214	73	in charge train-men	6	75 00	In July, 1876. \$75 on 19.55 miles.	183
3,903	2,464	6,367	1,911	63	14 by 9, f. f., s. l.	8*	75 00	.....	184
16,842	9,880	26,722	23,597	786	13.10 by 8, s. l.	7	72 29	.....	185a
13,409	9,454	22,863	17,349	578	13.6 by 5.10, f. f., s. l.	6	72 00	In March, 1876	186
26,896	15,221	42,117	21,392	475	12.8 by 6.3, f. f., s. l.	6	70 00	45 days, 15 from March 15 and 30 from May 15, 1876. Main route; branches \$50, \$40, \$35, (278, 410, 429.)	187
14,451	19,727	34,178	13,942	464	10 by 8, f. f., s. l.	13	70 00	Main route; branches \$80, \$70, \$50, (162, 189, 352.)	188
8,429	5,734	14,163	13,548	451	10 by 8, f. f., s. l.	13	70 00	Branch; main route \$70, (188.)	189
13,138	7,142	20,280	12,660	422	12 by 7, fixtures, s. l.	12	68 00	.....	190
11,363	12,463	23,826	14,381	479	13.2 by 6.10, f. f., s. l.	10*	65 00	46 days, 16 from March 15 and 30 from May 15, 1876; 7 trips part of the year. Main route; branch \$40, (419.)	191
16,661	11,017	27,678	20,240	439	14 by 7, f. f., s. l.	6	65 00	.....	192

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
103	Ohio..	9034	21030	Dayton, Richmond.....	Pittsburgh, Cincinnati and Saint Louis.	43	25
104	Ky ...	20011	20011	Louisville, Elizabethtown, Paducah.	Louisville, Paducah and South-western.	232.19	20
105	Ill	23005	.....	Sterling, East Saint Louis...	Saint Louis, Rock Island and Chicago.	291.36	22
106	Ga.	15007	15007	Union Point, Athens.....	Georgia.....	39.92	20
107	Ala.	17007	17007	Opelika, Columbus.....	Western, of Alabama.....	28	15
108	N. Y.	1290	.....	Buffalo, Jamestown.....	Buffalo and Jamestown.....	71.09	25
109	Utah..	41002	.....	Salt Lake City, Provo City..	Utah Southern.....	49	15
900	Ohio..	9035	21031	North Bend, Eagerstown....	White Water Valley.....	72.58	25
901	Ga.	15018	15018	Thomasville, Albany.....	Atlantic and Gulf.....	58.91	17.5
902	N. J.	2113	7021	Elmer, Salem.....	West Jersey.....	18.60	23.13
903	Kans...	33009	18004	Atchison, Lincoln.....	Atchison and Nebraska.....	152.28	23
904	Ohio..	9047	21043	Mansfield, Toledo.....	Pennsylvania Company.....	88.10	22
905	Col.	38005	.....	Kit Carson, West Las Animas	Arkansas Valley.....	56	20
906	Cal.	46017	.....	Los Angeles, Anaheim.....	Southern Pacific.....	21.7	20
907	Ohio..	9046	21022	Dayton, Union City.....	Dayton and Union.....	45.17	20
908	Miss...	7004	18004	Artesia, Columbus.....	Mobile and Ohio.....	14	9
209	Miss...	18003	18003	Vicksburgh, Meridian.....	Vicksburgh and Meridian.....	140.7	18
210	Ky ...	20016	20016	Mayesville, Paris.....	Mayesville and Lexington.....	50	19½
211	Miss...	18003	18003	Jackson, Meridian.....	Vicksburgh and Meridian.....	95.2	18
212	Kans...	33006	.....	Junction City, Parsons.....	Missouri, Kansas and Texas...	156.5	16
213	S. C.	14001	14001	Columbia, Greenville.....	Greenville and Columbia.....	144.01	16
214	Ind	22019	22020	Fort Wayne, Connersville....	Fort Wayne, Muncie and Cincinnati.	109	22
215	R. I.	895	.....	Wickford Landing, Wickford Junction.	Newport and Wickford Railroad and Steamboat Co.	3.40	30
216	Mo.	28016	.....	Pleasant Hill, Carbondale....	Saint Louis, Lawrence and Western.	94	20
217	Ga.	15009	15009	Dupont, Bainbridge.....	Atlantic and Gulf.....	106.37	18
218	N. Y.	1282	.....	Carthage, Morristown.....	Utica and Black River.....	50.08	20
219	N. Y.	1288	.....	Carthage, Clayton.....	do.....	36½	20
220	N. C.	13006	13006	Salisbury, Henry's.....	Western North Carolina.....	117.31	13
221	N. Y.	1296	.....	New York, Patchogue.....	Flushing, North Side and Central.	59.21	25.5
222	N. Y.	1288	.....	Theresa Junction, Morristown.	Utica and Black River.....	29.58	20
223	Mich...	24008	.....	Fort Wayne, Jackson.....	Fort Wayne, Jackson and Saginaw.	96.22	22
224	Ala.	17009	17009	Selma, Meridian.....	Alabama Central.....	103.2	16½
225	Ind	22014	22015	Peru, La Porte.....	Chicago, Cincinnati and Louisville.	73	21
226	N. C.	13005	13005	Goldsbrough, Morehead City.	Atlantic and North Carolina..	94.04	20
227	N. C.	13003	13003	Wilmington, Charlotte.....	Carolina Central.....	155.90	17½
228	Ky ...	2007	2007	Lebanon Junction, Fish Point.	Louisville and Nashville.....	100.9	.....
229	Ky ...	2007	2007	Lebanon Junction, Richmond Junction.	do.....	76.4	20
230	Ga.	15221	15221	Camak, Macon.....	Macon and Augusta.....	32.66	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per-day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
6,712	4,015	10,727	8,599	286	14 by 8.7, f. f., s. l.	12	\$65 00		193
29,723	18,298	48,021	19,240	641	10.3 by 8, (average), s. l.	6	64 00		194
32,504	33,942	66,445	13,522	450	12 by 9.4, f. f., s. l.	13½*	64 00		195
7,028	7,380	14,408	11,218	373	9 by 6.8, f. f., s. l.	6	64 00		196
12,102	10,456	22,558	20,445	444	18 by 8.6, f. f., s. l.	14	63 00	46 days, 16 from March 15 and 30 from May 15, 1876.	197
14,539	8,679	23,218	10,962	365	18 by 7, f. f., s. l.	6½*	63 00	In March, 1876.	198
8,442	5,271	13,713	10,851	361	15 by 8.9, f. f., s. l.	7	63 00	In July, 1875.	199
10,951	14,996	25,947	13,331	444	12 by 7.8, f. f., s. l.	6	62 50		200
3,200	3,346	6,546	4,223	140	12 by 6, f. f., s. l.	7	62 00		201
4,184	2,791	6,975	5,602	188	10.7 by 6.6, No r. a.	12	60 24	In March, 1876.	202
16,909	15,851	32,760	16,783	558	18.2 by 8.10, 12 by 7, f. f. c., s. l.	6	60 00	In June, 1876.	203
13,199	12,954	26,153	14,782	492	10 by 6.8, fixtures, s. l.	12	60 00		204
9,552	3,842	13,394	13,394	446	in b. c. No r. a.	7	60 00	In September, 1875.	205
8,334	4,088	12,422	11,210	373	no r. a.	7	60 00	In August, 1876.	206
8,795	6,166	14,961	7,811	260	11 by 7.4, f. f., s. l.	12	60 00		207
3,399	1,797	5,196	5,136	171	in b. c. No r. a.	14	60 00	In October, 1875.	208
16,275	32,404	48,679	.....	.....	12 by 7.2, f. f., s. l.	7	59 00	Branch; main route \$125, (103.)	209
6,296	12,149	18,445	12,493	416	10 by 7.6, f. f., s. l.	6	59 00	45.5 miles at \$100. See parts, (133, 211.)	210
.....	.....	.....	11,388	379	12 by 7.2, f. f., s. l.	7	59 00	Part; residue \$100, (133.)	211
13,027	14,690	27,717	15,278	500	11 by 7, f. f., s. l.	7	58 00	In July, 1875. Weighing voluntary.	212
12,562	11,979	24,541	10,466	348	12 by 8, f. f., s. l.	6	58 00	Main route; branches \$50, (302, 347.)	213
11,577	15,018	26,595	9,261	308	12 by 7.8, f. f., s. l.	6	58 00		214
2,938	6,495	9,433	9,052	301	no apt. No r. a.	15½*	58 00	In October, 1875.	215
13,465	5,051	18,516	8,976	299	13 by 6.1½, f. f., s. l.	6	58 00	In June, 1876.	216
6,701	4,157	10,858	4,807	160	12 by 7, (average), f. f., s. l.	7	58 00	Branch; main route \$120, (104.)	217
11,107	7,842	18,949	10,834	361	9 by 9, f. f., s. l.	9*	57 00	Branch; main route \$77, (219.) 20.50 m. at \$75.	218
13,802	9,193	22,995	10,221	340	9 by 9, f. f., s. l., 18 m. In charge of baggage-master residue, 16 m.	12	57 00	Main route; branches \$57, \$75, (172, 222.)	219
13,849	5,290	19,139	9,207	306	10.3 by 8.3, 3.6 by 3.6, f. f., s. l.	6	57 00	Weight to Old Fort, 3 miles less.	220
15,589	12,239	27,828	8,736	291	12 by 6, f. f., s. l.	12	57 00	Main route; branch \$50, (309.) In Aug., 1875.	221
8,246	5,366	13,612	8,578	285	9 by 9, f. f., s. l.	12	57 00	Branch; main route \$57, (219.) In Mar., 1876.	222
9,429	9,911	19,340	6,601	220	10.4 by 7.2, f. f., s. l.	6	57 00	In April, 1875.	223
22,889	17,371	40,260	18,518	411	12.4 by 7.2, 12 by 7, f. f., s. l.	7	56 00	45 days, 15 from Mar. 15 and 30 from May 15 1876. Average speed.	224
8,833	9,913	18,746	10,090	336	12 by 7.1, f. f., s. l.	12	55 00		225
10,098	5,493	15,591	9,375	312	16.3 by 7.2, fixtures, s. l.	6	55 00		226
14,882	10,756	25,638	8,073	269	14 by 8.11, f. f., s. l.	13	55 00	In December, 1875.	227
26,794	14,451	41,245	.....	.....	.....	.....	54 00	Whole route; see parts, (229, 234.)	228
.....	.....	.....	22,264	742	14 by 7.4, f. f., s. l.	6	54 00	Main route, part; residue \$54, (234.) Branch \$50, (260.) See whole route, (228.)	229
15,425	9,996	25,421	15,422	328	11 by 6.7, f. f., s. l.	6	54 00	47 days, 17 from March 15 and 30 from May 15, 1876.	230

REPORT OF THE POSTMASTER-GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
231	Ind...	23023	22024	Terre Haute, Danville.....	Evansville, Terre Haute and Chicago.	<i>Miles.</i> 56.6	22
232	N. Y...	1806	.....	Manorville, Sag Harbor.....	Long Island	35.25	24
233	Ala...	17002	17002	Montgomery, Selma	Western, of Alabama.....	50	23
234	Ky...	20007	20007	Richmond Junction, Fish Point.	Louisville and Nashville.....	33.5	13
235	N. C...	13010	13010	Raleigh, Cameron	Raleigh and Augusta Air Line	58.78	20
236	S. C...	14006	14006	Florence, Cheraw.....	Cheraw and Darlington.....	40.88	13½
237	Ohio...	9039	21035	Youngstown, Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.	22.8	22
238	Del...	3403	9503	Clayton, Easton.....	Maryland and Delaware	44	25
239	Ohio...	9037	21033	Springfield, Columbus.....	Cincinnati, Sandusky and Cleveland.	45.86	.....
240	Ind...	23026	22027	Butler, Logansport	Detroit, Eel River and Illinois	94.5	25
241	Utah...	41002	.....	Provo City, York	Utah Southern.....	27	15
242	N. Y...	1811	.....	Rochester, Charlotte.....	New York Central and Hudson River.	9	25
243	Mich...	24008	.....	Jackson, Fort Wayne.....	Fort Wayne, Jackson and Saginaw.	96.82	20
244	Ky...	20013	20013	Anchorage, Shelbyville.....	Louisville, Cincinnati and Lexington.	19	18
245	Pa....	2429	8029	New Castle, Homewood.....	Pittsburgh, Fort Wayne and Chicago.	15	23
246	N. J...	2122	7022	New York, Denville	Delaware, Lackawanna and Western.	35.93	26½
247	Utah...	41003	.....	Ogden, Franklin	Utah Northern	79.94	14
248	Cal...	46011	.....	San Francisco, Cloverdale...	San Francisco and North Pacific.	90	25
249	Ohio...	9045	21041	Lorain, Uhricksville.....	Cleveland, Tuscarawas Valley and Wheeling, (late Lake Shore and Tuscarawas Valley.)	102.45	25
250	Ind...	23008	22008	New Albany, Michigan City	Louisville, New Albany and Chicago.	288	20
251	Ohio...	9053	21049	Marietta, Parkersburgh	Marietta and Cincinnati.....	15.87	25
252	Ohio...	9006	21005	Leavittsburgh, Sharpsville..	Atlantic and Great Western..	34.65	25
253	Ind...	23020	22021	Richmond, Fort Wayne	Grand Rapids and Indiana.....	91.50	24
254	Ga....	6012	15013	Macon, Brunswick	Macon and Brunswick	188	24
255	Ind...	23001	22001	Indianapolis, Vincennes	Indianapolis and Vincennes...	116.32	23
256	Ohio...	9028	21024	Hamilton, Indianapolis.....	Cincinnati, Hamilton and Indianapolis.	99.49	24.5
257	N. Y...	1284	.....	Cayuga, Ithaca	Cayuga.....	38.05	25
258	Ga....	6016	15018	Thomasville, Albany.....	Atlantic and Gulf.....	60.79	17.5
259	Ind...	22006	22006	Columbus, Madison.....	Jeffersonville, Madison and Indianapolis.	46	20
260	Ky...	20007	20007	Richmond Junction, Richmond.	Louisville and Nashville.....	33.8	20
261	Ind...	23020	22021	Richmond, Fort Wayne.....	Grand Rapids and Indiana.....	91.5	23
262	Fla...	16003	16003	Pensacola, Whiting Junction	Pensacola and Louisville.....	44.05	13
263	N. J...	2106	7013	Washington, Easton	Morris and Essex.....	14.40	25
264	Ohio...	9009	21008	Bayard, New Philadelphia..	Cleveland and Pittsburgh.....	32.5	15
265	N. Y...	1234	.....	Hicksville, Port Jefferson...	Long Island	36.5	23
266	Ind...	22016	22017	Bradford, Logansport.....	Pittsburgh, Cincinnati and Saint Louis.	114.6	23

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days' total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
7,772	8,076	15,848	9,777	325	9.6 by 6.6, f. f., s. l.	13	\$54 00	.....	231
7,459	4,506	11,965	7,531	250	10.8 by 9, f. fixtures, s. l.	6	54 00	In March, 1876	232
7,812	4,886	12,698	10,190	205	18 by 8.6, f. f., s. l.	7	54 00	45 days, 15 from March 15 and 30 from May 15, 1876.	233
.....	.....	.....	2,962	92	b. c.	6	54 00	Main route. Part; residue \$54, (229.) branch \$50, (260.) See whole route, (228.)	234
5,814	2,684	8,498	6,173	205	11.2 by 9, f. f., s. l.	6	53 00	Weight to Sanford, 45.78 miles; 13 miles at \$50.	235
5,223	3,642	8,865	5,221	194	13 by 9.9, f. f., s. l.	6	53 00	.....	236
3,221	4,822	8,649	5,562	185	9.4 by 8.10, fixtures, s. l.	6	53 00	In March, 1876	237
8,802	5,441	14,243	10,021	334	10 by 6.6, f. f., s. l.	6	52 50	In March, 1876	238
8,512	7,586	16,104	12,750	425	.....	.....	52 00	.....	239
10,007	12,249	22,256	9,926	330	14 by 7.2, f. f., s. l.	6	52 00	.....	240
5,704	3,239	8,943	7,022	235	15 by 8.9, f. f., s. l.	7	52 00	In July, 1875. Extension.	241
5,179	1,758	6,937	6,771	225	b. c., nor. a.	12	52 00	In November 1875	242
10,629	20,039	30,728	13,088	436	10.6 by 9, f. f., s. l.	10½	51 00	.....	243
4,840	3,785	8,625	5,376	179	12 by 5, fixtures, s. l.	12	51 00	.....	244
18,749	49,258	68,007	64,217	2,140	12 by 9, f. f., s. l.	12	50 00	In August, 1875.	245
24,312	14,727	39,045	31,747	1,058	6.8 by 6.8, 6.6 by 5.3, 19.9 by 7.6, f. f., s. l.	18	50 00	In July, 1874; reported November, 1875.	246
15,649	7,308	22,957	19,354	645	freight-car, 24 by 8, f. f., s. l.	7	50 00	In August, 1875.	247
17,404	7,229	24,633	18,962	632	12 by 9, s. l.	7	50 00	In June, 1876.	248
20,220	19,196	39,416	15,560	518	14.7 by 9, f. f., s. l.	6½	50 00	.....	249
26,600	30,875	57,475	15,203	506	11 by 7, f. f., s. l.	7*	50 00	About 15 pounds per day not weighed.	250
7,176	8,883	16,059	14,003	466	b. c., nor. a.	26	50 00	.....	251
.....	.....	.....	12,522	417	14.4 by 7.10, f. f., s. l.	11*	50 00	Part; residue \$100, (129.) 3.04 miles at \$38. See whole route, (123.)	252
14,127	10,372	24,505	11,944	398	14.6 by 6.10, fixtures, s. l.	12	50 00	In March, 1876.	253
17,317	10,587	27,904	11,626	387	13.6 by 6.8, f. f., s. l.	7½	50 00	In October, 1875. Main route; branch \$40, (414)	254
14,961	8,469	23,430	11,265	375	10 by 8, f. f., s. l.	6	50 00	.....	255
17,321	12,224	29,545	11,173	372	10.5 by 7.3, f. f., s. l.	15½*	50 00	.....	256
10,275	8,076	18,351	10,635	354	9.6 by 7.6, f. f., s. l.	9*	50 00	In November, 1875.	257
.....	.....	.....	20,854	347	12 by 6, f. f., s. l.	7	50 00	60 days, in January and October, 1875.	258
11,440	7,702	19,142	10,356	345	11 by 6, f. f., s. l.	12*	50 00	.....	259
8,512	5,067	13,579	10,287	342	14 by 7.4, f. f., s. l.	6	50 00	Branch; main route \$54, (234.)	260
12,208	10,544	22,752	10,211	340	13.8 by 6.8, fixtures, s. l.	9*	50 00	In April, 1875. Weighing voluntary.	261
3,790	7,285	11,075	10,142	338	7.6 by 7, f. f., s. l.	13	50 00	.....	262
.....	.....	.....	9,935	331	11.7 by 7.7, f. f., s. l.	6	50 00	In July, 1874; reported November, 1875. Part; residue \$100, \$50, (122, 364.)	263
10,419	6,562	16,981	9,639	321	13 by 9, f. f., s. l.	6	50 00	.....	264
12,343	6,766	19,109	9,623	320	13 by 8, f. f., d. l. to North-port, 16½ m., s. l. res., 20 m.	12	50 00	In October, 1875.	265
10,647	12,919	23,566	9,307	310	11.10 by 8, f. f., s. l.	12	50 00	.....	266

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
267	S. C.	14010	14010	Port Royal, Augusta.....	Port Royal.....	112.2	20
268	Ga.	6008	15009	Dupont, Bainbridge.....	Atlantic and Gulf.....	106.43	17.5
269	N. C.	5006	13006	Salisbury, Old Fort.....	Western North Carolina.....	114.31	12½
270	N. C.	13012	13012	Greensborough, Salem.....	Northwestern North Carolina.....	29.31	14½
271	Ill.	23053	.....	East Saint Louis, Cairo.....	Cairo and Saint Louis.....	148.50	20
272	Ala.	17008	17008	Columbus, Troy.....	Mobile and Girard.....	90	18
273	N. Y.	1287	.....	Oswego, Charlotte.....	Rome, Watertown and Ogdensburg.....	69.64	25
274	Ky.	20017	20017	Lexington, Mount Sterling..	Louisville, Cincinnati and Lexington.....	33.84	22
275	Ind.	22023	22024	Terre Haute, Danville.....	Evansville, Terre Haute and Chicago.....	56.6	22
276	Pa.	2431	8031	Columbia, Sinking Springs..	Reading and Columbia.....	39.70	20
277	Ohio.	9024	21020	Fremont, Saint Mary's.....	Lake Erie and Louisville.....	89.35	20
278	Ga.	15016	15016	Smithville, Albany.....	Southwestern.....	23.78	17
279	Ind.	22027	22028	Rockville, Logansport.....	Logansport, Crawfordsville and Southwestern.....	92.10	22
280	S. C.	5608	14006	Florence, Cheraw.....	Cheraw and Darlington.....	40.88	16
281	Ohio.	9041	21037	Niles, New Lisbon.....	Atlantic and Great Western.....	33.94	20
282	Ohio.	9039	.....	Youngstown, Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.....	22.8	20
283	Ala.	17003	17003	Montgomery, Eufaula.....	Montgomery and Eufala.....	81.24	16
284	Ill.	23050	.....	Robinson, Danville.....	Paris and Danville.....	82.38	18
285	Ohio.	9037	21033	Springfield, Columbus.....	Cincinnati, Sandusky and Cleveland.....	45.86	30
286	N. Y.	1223	.....	Schenectady, Ballston.....	Delaware and Hudson Canal Company.....	16	30
287	Ala.	17006	17006	Marion Junction, Greensborough.....	Selma, Marion and Memphis..	37.25	14
288	Me.	231	.....	West Waterville, North Anson.....	Somerset.....	25.7	20
289	Ky.	9796a	20013	Anchorage, Shelbyville.....	Louisville, Cincinnati and Lexington.....	19	20
290	Del.	3406	9506	Georgetown, Selbyville.....	Breakwater and Frankford....	19.30	14
291	Iowa.	27016	.....	Washington, Oskaloosa.....	Chicago, Rock Island and Pacific.....	54.01	24
292	Miss.	18004	18004	Artesia, Columbus.....	Mobile and Ohio.....	14	10.5
293	Tenn.	19016	19001	Nashville, Lebanon.....	Tennessee and Pacific.....	32½	20
294	Ohio.	9028	.....	Hamilton, Indianapolis.....	Cincinnati, Hamilton and Indianapolis.....	99.49	25
295	N. Y.	1244	.....	Cobleskill, Cherry Valley...	Delaware and Hudson Canal Company.....	22.47	30
296	N. Y.	1295	.....	New York, Babylon.....	Southern, of Long Island.....	36.25	20
297	Ind.	22012a	22013	Terre Haute, Rockville.....	Logansport, Crawfordsville and Southwestern.....	23	22
298	Wis.	25026	.....	Eau Claire, Chippewa Falls.	Chippewa Falls and Western.	11.67	25
299	Md.	3517	10016	Selbyville, Stockton.....	Worcester.....	31.44	14
300	N. Y.	1812	.....	Rhine Cliff, Boston Corner..	Rhinebeck and Connecticut..	35.2	18
301	Ky.	20015	20015	Owensborough, Owensborough Junction.	Evansville, Owensborough and Nashville.....	36.13	15
302	S. C.	14001	14001	Belton, Anderson Court-House.	Greenville and Columbia.....	10.01	12
303	Vt.	532	.....	White River Junction, Woodstock.....	Woodstock.....	14.53	18
304	Ind.	22025	22026	La Porte, Michigan City....	Indianapolis, Peru and Chicago	12.36	21
305	Ala.	6603	17003	Montgomery, Eufaula.....	Montgomery and Eufaula.....	81.24	15
306	Ohio.	9036	21032	Means, Cadiz.....	Pittsburgh, Cincinnati and Saint Louis.....	8	11
307	Tenn.	19004	19004	Wartrace Depot, Shelbyville	Nashville and Chattanooga....	8	10

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
14, 119	20, 372	34, 497	15, 632	306	10.6 by 6.10, f. f., a. l.	6	\$50 00	51 days, 21 from March 15 and 30 from May 15, 1876.	267
-----	-----	-----	18, 271	304	12 by 8, 12 by 6, f. f., a. l.	7	50 00	60 days, in January and October, 1875. Branch; main route \$100, (124.)	268
12, 734	5, 129	17, 863	8, 565	285	10.3 by 8.3, f. f., a. l.	6	50 00	In October, 1875	269
5, 786	3, 587	9, 373	8, 537	284	21 by 8.2, f. f., a. l.	6	50 00	.....	270
15, 925	9, 126	25, 051	8, 433	281	9 by 6, fixtures, a. l.	6	50 00	In March, 1876	271
13, 038	9, 114	22, 152	13, 452	274	12 by 7, f. f., a. l.	6	50 00	7 trips from August 1, 1876. 49 days, 19 from March 15 and 30 from May 15, 1876.	272
7, 091	10, 557	17, 648	8, 248	274	23 by 6.7½, f. f., a. l.	6	50 00	\$50 on 51.81 miles	273
6, 987	4, 069	11, 056	8, 033	267	8.6 by 6, f. f., a. l., and b. c.	12	50 00	.....	274
6, 562	6, 853	13, 415	7, 734	257	9.6 by 6.6, f. f., a. l.	13	50 00	In October, 1875	275
8, 867	6, 822	15, 689	7, 514	250	7.4 by 6.6, f. f., a. l.	18	50 00	Main route; branch \$50, (322.)	276
12, 056	9, 256	21, 312	7, 436	247	13 by 7, fixtures, a. l.	6	50 00	.....	277
5, 191	2, 974	8, 165	7, 411	247	closet, 3 by 4; no r. a.	5*	50 00	Branch; main route \$70, (187.)	278
11, 726	7, 408	19, 134	7, 410	247	12 by 8.9, f. f., a. l.	6	50 00	.....	279
7, 340	3, 344	10, 684	7, 362	245	20 by —, f. f., a. l.	6	50 00	In October, 1875	280
8, 525	5, 581	14, 106	7, 360	245	15.3 by 7.3, f. f., a. l.	6	50 00	.....	281
4, 455	6, 092	10, 547	7, 167	239	12 by 9, f. f., a. l.	12	50 00	In August, 1875	282
9, 952	9, 060	19, 012	11, 204	233	9.5 by 6.6, f. f., a. l.	7½	50 00	48 days, 18 from March 15 and 30 from May 15, 1876.	283
5, 006	8, 633	13, 639	6, 991	233	12 by 7, fixtures, a. l.	6	50 00	In January, 1876	284
5, 379	4, 655	10, 035	6, 867	228	18.8 by 6, f. f. and m. c., a. l.	6	50 00	In April, 1875	285
11, 359	5, 477	16, 836	13, 477	224	no r. a.	6	50 00	60 days, in May and August, 1875.	286
6, 154	5, 513	11, 667	6, 677	222	8.5 by 6.6, f. f., a. l.	6	50 00	.....	287
5, 402	3, 266	8, 668	6, 620	220	12.6 by 6.6, f. f., a. l.	6	50 00	In March, 1876	288
5, 712	4, 557	10, 269	6, 510	217	r. a. in b. c., d. l.	12	50 00	In August, 1875	289
4, 376	2, 956	7, 334	6, 106	203	7 by 7, fixtures, a. l.	6	50 00	.....	290
5, 441	3, 731	9, 172	6, 086	202	10 by 9, f. f., a. l.	6	50 00	In July, 1876	291
3, 828	2, 241	6, 069	6, 069	202	in b. c., no r. a.	7	50 00	Branch; main route \$82, (155.)	292
5, 381	2, 476	7, 857	6, 055	201	r. a. in b. c.	6	50 00	In March, 1876	293
8, 728	8, 701	17, 429	5, 746	191	10 by 9, f. f., a. l.	6	50 00	Returns for October, 1873, received October, 1875.	294
10, 601	6, 120	16, 721	11, 416	190	no apt.; no r. a.	6	50 00	60 days, in May and August, 1875.	295
7, 325	4, 944	12, 269	5, 576	185	12 by 6, f. f., a. l.	12	50 00	In August, 1875	296
3, 043	3, 816	6, 859	5, 551	185	12 by 8.9, f. f., a. l.	6	50 00	.....	297
3, 739	2, 037	5, 776	5, 498	183	b. c.; no r. a.	12	50 00	In May, 1876	298
3, 980	2, 968	6, 948	5, 436	181	7 by 7, fixtures, a. l.	6	50 00	In March, 1876	299
6, 176	3, 232	9, 408	5, 372	179	7 by 6, f. f., a. l.	6	50 00	.....	300
3, 067	4, 931	7, 998	5, 354	178	9 by 6, f. f., a. l.	6	50 00	.....	301
3, 042	2, 274	5, 316	5, 316	177	no r. a.	6	50 00	Branch; main route \$58, (213.)	302
3, 935	3, 134	7, 069	5, 300	176	b. c.; no r. a.	12	50 00	In January, 1876	303
2, 737	2, 649	5, 386	5, 243	174	12 by 7.1, f. f., a. l.	12	50 00	.....	304
5, 470	3, 484	8, 954	5, 229	174	11.6 by 6.6, f. f., a. l.	6	50 00	In October, 1875	305
3, 566	1, 923	5, 389	5, 173	172	b. c.; no r. a.	12	50 00	Branch; main route \$230, (36.)	306
3, 201	1, 830	5, 031	5, 031	167	in charge baggage-master	12	50 00	Branch; main route \$145, \$205, (46, 91.)	307

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
308	N. C.	13002	13002	Rocky Mount, Tarborough..	Wilmington and Weldon.....	Miles. 19.79	15
309	N. Y.	1286	.....	Flushing, Whitestone.....	Flushing, North Side and Central.	3.12	25.5
310	Ill.	23048	.....	Terre Haute, Peoria.....	Illinois Midland.....	179.93	27
311	Mich.	24036	.....	Grosse Isle, Fayette.....	Chicago and Canada Southern	70.30	25
312	Ky.	20012	20012	Glasgow Junction, Glasgow.	Louisville and Nashville.....	12	16
313	Ill.	24043	.....	Streator, Altamont.....	Chicago and Paducah.....	156.80	20
314	Md.	3512	10011	Cumberland, Piedmont.....	Cumberland and Pennsylvania	34	15
315	N. C.	13008	13008	Charlotte, Shelby.....	Carolina Central.....	55.25	12
316	Ill.	23034	.....	Springfield, Gilman.....	Gilman, Clinton and Springfield.	111.60	23
317	Cal.	46016	.....	Sancelito, Tomales.....	North Pacific Coast.....	49.18	16
318	Ind.	23021	23022	Anderson Junction, Goshen.	Cincinnati, Wabash and Michigan.	114.32	20
319	Ohio.	9043	21044	Harbor, Youngstown.....	Pennsylvania Company.....	62.1	21
320	N. Y.	1286	.....	Bayside, Manhasset.....	Flushing, North Side and Central.	3.3	25.5
321	Ky.	20009	20009	Paducah, Trimble.....	Paducah and Memphis.....	76.64	20
322	Pa.	2431	8031	Junction, Quarryville.....	Reading and Columbia.....	23.20	13
323	N. Y.	1810	.....	Bath, Hammondsport.....	Bath and Hammondsport.....	9.4	18
324	S. C.	5609	14007	Chester, Yorkville.....	Chester and Lenoir Narrow-Gauge Railroad, (late King's Mountain.)	24.25	12
325	Fla.	16001	16001	Fernandina, Cedar Keys...	Atlantic, Gulf and West India Transit Company.	154.8	16
326	Pa.	2496	8094	York, Delta.....	Peach Bottom.....	35.56	15
327	Fla.	16004	16004	Tocoi, Saint Augustine.....	Saint John's.....	15.69	.....
328	Mass.	755	.....	North Brookfield, East Brookfield.	Boston and Albany Railroad Company, (lessees North Brookfield Railroad.)	4.41	22
329	Wis.	25025	.....	Galena, Platteville.....	Galena and Southern Wisconsin.	30.69	12
330	N. Y.	1261	.....	Hudson, Chatham.....	Hudson and Boston.....	35	20
331	Ind.	22015	22016	Fairland, Martinsville.....	Cincinnati and Martinsville..	38.5	20
332	Pa.	2433	8033	York, Frederick.....	Pennsylvania.....	56	20
333	N. Y.	1288	.....	Theresa Junction, Clayton..	Utica and Black River.....	16½	20
334	Ind.	22031	22032	Evansville, Boonville.....	Lake Erie, Evansville and Southwestern.	18	20
335	N. C.	13011	.....	Fayetteville, Sanford.....	Western.....	38.53	18
336	S. C.	14008	14008	Allston, Spartanburgh Court-House.	Spartanburgh and Union.....	68.12	11½
337	Tenn.	19005	19005	Fayetteville, Decherd.....	L. D. Hickerson and Anderson Powers, of Memphis and Charleston Railroad, lessees.	40	12
338	N. C.	13011	13011	Fayetteville, Sanford.....	Western.....	38.53	15
339	Oreg.	44002	.....	Portland, Saint Joseph.....	Oregon Central.....	48.61	12
340	Ga.	15008	15008	Kingston, Rome.....	Rome.....	20.35	20
341	Ga.	15006	15006	Washington, Double Wells..	Georgia.....	18.86	15
342	.....	.....	.....	.....	.....	.....	.....
343	S. C.	14007	14007	Chester Court-House, Yorkville.	Chester and Lenoir Narrow-Gauge, (late King's Mountain.)	24.25	12
344	Ohio..	9025	.....	Carey, Findlay.....	Cincinnati, Sandusky and Cleveland.	16	16
345	Ga.	15014	15014	Gordon, Milledgeville.....	Central Railroad and Banking Company.	18.25	12½
346	Pa.	2500	8098	New Castle, Stoneborough..	New Castle and Franklin.....	36.5	15
347	S. C.	14001	14001	Cokesbury, Abbeville Court-House.	Greenville and Columbia.....	11.81	12
348	Mich.	24026	.....	Grand Rapids, Morgan.....	Grand Rapids, Newaygo and Lake Shore.	36.27	20
349	Ala.	6617	17017	Selma, Pine Apple.....	Selma and Gulf.....	43.19	12

REPORT OF THE POSTMASTER-GENERAL.

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are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
3,285	1,700	4,985	4,985	166	10.6 by 7.6, furniture, s. l.	7	\$50 00	Branch; main route \$179, (66.)	308
3,639	2,890	6,529	4,890	163	12 by 6, f. f., s. l.	12	50 00	Branch; main route \$57, (221.) In August, 1875.	309
9,411	10,488	19,899	4,824	160	11.3 by 8.8, f. f., s. l.	6	50 00	In April, 1875.	310
5,957	5,208	11,165	4,810	160	10.9 by 9.3, f. f., s. l.	6	50 00		311
3,907	1,522	4,729	4,729	157	b. c.; no r. a.	6	50 00		312
11,158	9,276	20,434	4,589	152	12 by 8, f. f., s. l.	10 1/4	50 00		313
3,814	5,221	9,035	4,491	149	9.6 by 6.9, f. f., s. l.	6	50 00	In March, 1876.	314
4,340	2,427	6,767	4,488	149	8 by 8, f. f., s. l.	6	50 00		315
6,155	8,657	14,812	4,473	149	11.6 by 7.6, f. f., s. l.	6	50 00	In March, 1875.	316
5,611	1,876	7,487	4,467	148	11 by 6, fixtures, s. l.	6	50 00	In May, 1876.	317
8,287	8,496	16,785	4,451	148	10.6 by 6.6, fixtures, s. l.	6	50 00		318
7,937	6,566	14,503	4,387	146	9.4 by 8.10, fixtures, s. l.	7 1/4	50 00		319
2,752	1,881	4,633	4,325	144	no r. a.	12	50 00	Branch; main route \$57, (221.) In August, 1875.	320
6,974	4,936	11,910	4,268	142	9.3 by 6.10, f. f., s. l.	10*	50 00	15 m. per hour on last 15 m.	321
4,030	5,978	10,008	4,213	140	in b. c.	18	50 00	Branch; main route \$50, (276.)	322
2,503	2,156	4,659	4,180	139	in b. c.	15*	50 00		323
2,747	2,465	5,212	4,149	138	closet; no r. a.	6	50 00	In October, 1875.	324
9,712	5,570	15,282	4,095	136	12 by 5.6, f. f., s. l.	6	50 00		325
4,602	3,187	7,789	4,005	133	8.6 by 7.3, fixtures, s. l.	6	50 00	In March, 1876.	326
2,750	1,162	3,912	3,912	130			50 00		327
1,432	2,467	3,899	3,899	130	in b. c.	24	50 00	In March, 1876.	328
4,096	2,092	6,118	3,889	129	13 by 7, f. f., s. l.	6	50 00	In January, 1876.	329
3,368	2,064	5,452	3,881	129	b. c.; no r. a.	12	50 00	In January, 1876.	330
5,216	3,196	8,412	3,873	129	9 by 6.8, f. f., s. l.	6	50 00		331
5,271	4,844	10,115	3,867	128	5.6 by 3.2, fixtures, s. l.	6 1/4	50 00	Main route; branch \$50.	332
2,647	1,356	3,997	3,865	128	in charge baggage-master	12	50 00	Part. In March, 1876.	333
			3,817	127	chest in express-car	12	50 00		334
3,281	2,177	5,458	3,815	127	10.9 by 6, fixtures, s. l.	6	50 00	In August, 1875. Main route; branch \$21, (446.)	335
3,683	3,377	7,060	3,702	123	7.1 by 6.5 1/2, f. f., s. l.	6	50 00		336
2,688	3,963	6,651	3,638	121	10 by 6, f. f., s. l.	6	50 00		337
1,952	2,892	4,844	3,628	120	10.9 by 5.9, f. f., s. l.	6	50 00	Main route; branch \$50, (376.) In March, 1876.	338
3,947	2,769	6,716	3,608	120	8 by 8, f. f., s. l.	6	50 00	In September, 1875.	339
2,130	1,432	3,562	3,562	118	look-box in pas. car; no r. a.	7	50 00		340
1,430	2,285	3,715	3,411	113	b. c.; no r. a.	6	50 00		341
2,442	1,900	4,342	3,313	110	9.3 by 7, f. f., no r. a.	6	50 00	Vacant.	342
								In March, 1876.	343
1,131	2,441	3,572	3,199	106	in b. c., no r. a.	6	50 00	In April, 1875.	344
1,559	1,775	3,334	3,191	106	8.2 by 7, fixtures, s. l.	6	50 00		345
4,039	2,323	6,362	3,182	105	11 by 3.10, f. f., s. l.	6	50 00	In December, 1875.	346
1,696	1,460	3,156	3,156	105	no r. a.	6	50 00	Branch; main route \$50, (213.)	347
3,560	3,336	6,896	3,077	102	12 by 7, f. f., s. l.	6	50 00	In June, 1876. Co.'s return.	348
2,368	1,448	3,814	3,071	102	7.3 by 6, fixtures, s. l.	4	50 00	In October, 1875.	349

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
350	Ga....	6007	15008	Kingston, Rome	Rome	20.35	18
351	Cal....	46015	.....	Elmira, Winters	Vaca Valley	18	20
352	S. C....	14003	14003	Kingsville, Camden	South Carolina	39.25	13
353	Md....	3520	10019	Emmitsburgh, Rocky Ridge	Emmitsburgh	7	21
354	Ohio..	9031	2102	Xenia, Springfield	Pittsburgh, Cincinnati and Saint Louis	19	20
355	Ohio..	9054	21050	Athens, Scott's Landing	Marietta and Cincinnati	37	12
356	Ala....	6611	17011	Gainesville, Gainesville Junction.	Mobile and Ohio	22	11
357	Ga....	15015	15015	Eatonton, Milledgeville	Central Railroad and Banking Company.	22½	12½
358	Ala....	17016	17016	Opelika, Goodwater	Savannah and Memphis	59.65	15
359	Ala....	17005	17005	Tuscumbia, Florence	Memphis and Charleston	6.5	15
360	Tenn..	19003	19003	Rogersville, Bull's Gap	W. P. Elliott, proprietor Rogersville and Jefferson Railroad.	15	16
361	Ga....	6005	15006	Washington, Double Wells	Georgia	18.85	25
362	Ill....	23032	.....	McLeansborough, Shawneetown.	Saint Louis and Southeastern	41.25	14
363	Ohio..	9052	21048	Dysou's, Cumberland	W. H. and C. B. Stevens, proprietors Eastern Ohio Railroad.	7.8	15
364	N. J....	2123	7014	Dover, Chester	Morris and Essex	10	20
365	.....	.....	.....	.....	.....	.....	.....
366	Mass....	754	.....	New Bedford, Fall River	Fall River	15	25
367	Ala....	17019	17019	Chehaw, Tuskegee	Tuskegee	6	12
368	Mass....	753	.....	Ashburnham Depot, Ashburnham.	Ashburnham	2.89	15
369	Ala....	17021	17021	Eufaula, Clayton	Vicksburgh and Brunswick	22.5	22
370	W. Va..	12005	.....	Ritchie Court-House, Pennsborough.	Pennsborough and Harrisville	9	12
371	Ga....	15017	15017	Fort Valley, Perry	Southwestern	13.32	13
372	Ga....	6088	15017	.....do .....	.....do	13.32	15
373	Ala....	17020	17020	Atalla, Gadsden	East Alabama and Cincinnati.	6	10
374	Mass....	617	.....	Grafton, Millbury	Boston and Albany	4	22
375	Pa....	2493	8090	Phillipsburgh, Morrisdale Mines.	Pennsylvania	3.69	20
376	N. C....	13011	13011	Sanford, Egypt Depot	Western	6	15
377	Miss..	7007	18007	Muldon, Aberdeen	Mobile and Ohio	9	9
378	Pa....	2492	8089	Antestown, Lloydville	Bell's Gap	8.82	12
379	N. J....	2124	7027	Newark, Mont Clair	Newark and Bloomfield	5.67	25
380	Vt....	528	.....	Wells River, Montpelier	Montpelier and Wells River ..	38.62	21
381	N. C....	13009	13009	Charlotte, Statesville	Atlantic, Tennessee and Ohio ..	49.38	15
382	Ill....	23054	.....	Chicago, Byron	Chicago and Pacific	92.75	20
383	Pa....	2461	8061	Towanda, Bernice	Sullivan and Erie Coal and Railroad Company.	29.32	14
384	Ala....	17011	17011	Gainesville, Gainesville Junction.	Mobile and Ohio	22	8½
385	Pa....	2494	8091	Reading, Slatington	Philadelphia and Reading Railroad Company, (lessees Berks County Railroad.)	43.32	18.5
386	Pa....	2489	8086	Holidaysburgh, Royer	Pennsylvania	21.25	14
387	Pa....	2495a	8093	Larabee's, Clermont	McKean and Buffalo	23.3	15
388	N. Y....	1802	.....	Quaker Street, Schenectady.	Delaware and Hudson Canal Company.	15	30
389	N. Y....	1803	.....	Nineveh Junction, Jefferson Junction.	.....do	21	33
390	Ark....	7525a	29083	Chicot, Pine Bluff	Texas, Mississippi River and Northwestern.	72.78	12
391	Ga....	15024	15024	Columbus, Hamilton	North and South	23.51	15
392	Ohio..	9010	21009	Oneida Mills, Carrollton	Ohio and Toledo	19	15
393	Ill....	11913	23036	Anrora, Foreston	Chicago and Iowa	81.64	21
394	Ohio..	9050	21046	Painesville, Youngstown	Painesville and Youngstown ..	60.12	18

REPORT OF THE POSTMASTER-GENERAL.

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are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>				
1,643	1,426	3,069	3,069	102	b. c.; no r. a.	7	\$50 00	In October, 1875.	350
2,786	1,753	4,539	3,024	100	in b. c.; no r. a.	7	50 00	In August, 1876.	351
2,289	1,078	3,367	2,972	99	in charge of conductor	6	50 00	Branch; main route	352
								\$70, (188.)	
1,139	1,747	2,886	2,886	96	in express-car	12	50 00	In January, 1876	353
2,332	1,893	4,225	2,677	89	in charge baggage-master	12	50 00	Part; res. \$210. (41)	354
3,372	2,903	6,275	2,674	89	14.6 by 9.6, f. f., s. l.	6	50 00		355
1,183	1,710	2,893	2,623	87	in b. c.; no r. a.	7	50 00	In October, 1875.	356
921	1,823	2,744	2,572	85	8.2 by 7, fixtures, s. l.	6	50 00		357
3,693	2,445	6,138	2,326	77	8.2 by 7, f. f., s. l.	6	50 00	In March, 1876. 12.37	358
1,447	758	2,205	2,205	73	b. c.; no r. a.	7	50 00	m. at \$40. Branch; main route	359
899	1,726	2,625	2,156	71	b. c.; no r. a.	6	50 00	\$160, (69.) In July, 1876	360
1,254	2,357	3,611	2,128	70	no r. a.	6	50 00	In October, 1875.	361
2,446	1,348	3,794	1,876	62	12 by 6.6, f. f., s. l.	6	50 00	Branch; main route	362
1,298	813	2,111	1,872	62	6 by 4, f. f.; no r. a.	12	50 00	\$110, (112.) In July, 1876	363
1,392	829	2,221	1,861	62	no apt.; no r. a.	9*	30 00	In July, 1874; reported	364
								November, 1875.	
1,012	1,071	2,083	1,820	60	in b. c.	18	50 00	Vacant.	365
1,005	709	1,714	1,714	57	no apt.; no r. a.	14	50 00	In March, 1876.	366
4,151	560	1,711	1,711	57	.....do.	12	50 00		367
								In March, 1876	368
1,730	1,187	2,917	2,702	54	3 by 4, s. l.	6	50 00	50 days, 20 from	369
								March 15 and 30 from	
								May 15, 1876.	
778	918	1,696	1,628	54	10 by 7.4; no r. a.	12	50 00	In May, 1876	370
946	585	1,514	1,514	50	closet, 3 by 4; no r. a.	6	50 00	In March, 1876	371
963	532	1,495	1,495	49	3 by 4; no r. a.	6	50 00	In October, 1875.	372
266	495	761	761	25	19 by 9.6, f. f., s. l.	6	50 00		373
459	289	748	748	24	in b. c.	9*	50 00	In March 1876	374
439	253	692	692	23	b. c.; no r. a.	6	50 00	In August, 1875	375
162	283	445	445	15	10.9 by 5.9, f. f. In charge	6	50 00	Branch; main route	376
					of conductor.			\$50, (338.)	
197	137	334	334	11	in b. c.; no r. a.	14	50 00	In October, 1875.	377
179	152	331	331	11	7 by 6.6; no r. a.	6	50 00	In August, 1875	378
4,329	1,929	6,258	4,738	157	no apt.; no r. a.	12	48 60	In July, 1874; reported	379
								November 1, 1875.	
8,606	10,702	19,308	13,304	443	12 by 6.10, f. f., s. l.	6	45 00	In January, 1876	380
3,487	2,223	5,710	3,275	109	9 by 8, f. f., s. l.	6	45 00		381
6,867	4,403	11,290	2,914	97	22.6 by 10, f. f., s. l.	6	45 00	In January, 1876	382
3,827	1,997	5,824	2,888	96	8.3 by 7.3, fixtures, s. l.	6	45 00		383
1,176	1,671	2,847	2,591	86	in b. c.; no r. a.	7	45 00		384
4,231	3,161	7,392	2,447	81	6.9 by 5.2, f. f., s. l.	6	45 00	In August, 1875	385
2,681	1,939	4,620	2,442	81	b. c.; no r. a.	9.8*	45 00	.....do	386
2,403	1,280	3,683	1,846	61	8 by 5.6, (average,) fix-	6	45 00		387
					tures, s. l.				
2,705	2,140	4,845	3,436	57	no apt.	6	45 00	60 days, in May and	388
								August, 1875.	
1,273	1,331	2,604	1,572	52	7 by 7, s. l.	6	45 00	In May, 1875	389
810	1,247	2,057	1,222	40	8 by 6, f. f., s. l.	3	45 00	In March, 1875	390
855	614	1,469	1,151	38	16 by 7; no r. a.	6	45 00		391
1,492	746	2,238	2,238	74	12 by 10; no r. a.	6	41 66		392
22,872	10,464	33,336	23,510	783	38 by 9.8, f. f. c., s. l.	12	40 00	In March, 1875	393
9,189	5,471	14,660	6,894	229	12 by 6, f. f., s. l.	6	40 00		394

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mails.	Length of route.	Miles per hour.
395	Ind...	23011	22011	Cambridge City, Columbus..	Jeffersonville, Madison and Indianapolis.	Miles. 68	20
396	Ill....	23029	.....	Urbana, Havana	Indianapolis, Bloomington and Western.	102.70	20
397	S. C...	14009	14009	Anderson Court-House, Wal-halla.	Greenville and Columbia	35.06	15
398	Tenn...	19011	19011	Knoxville, Caryville	Knoxville and Ohio	33.94	12
399	Ill....	23029	.....	White Heath, Decatur	Indianapolis, Bloomington and Western.	32.35	12
400	Ky....	20006	20006	Bardstown Junction, Bardstown.	Louisville and Nashville	17.3	14
401	Ind....	23032	22033	Frankfort, Kokomo	Frankfort and Kokomo	25.5	20
401a	Ala....	17017	17017	Selma, Pine Apple	Selma and Gulf	43.19	10
402	N. J....	2118	7010	Greensburgh Station, New Brunswick.	Pennsylvania	29.13	25
403	Miss...	18008	18008	Middleton Station, Ripley...	Ripley	24.3	17
404	Tenn...	19012	19012	Morristown, Wolf Creek....	East Tennessee, Virginia and Georgia, (late Cincinnati, Cumberland Gap and Charleston.)	39.8	9
405	N. C....	5213	13009	Charlotte, Statesville	Atlantic, Tennessee and Ohio	49.39	15
406	Miss...	18009	18009	Durant, Kosciusko	New Orleans, Saint Louis and Chicago, (operating Mississippi Central.)	21.57	11
407	Miss...	7009	18009	.....do .....	.....do	21.57	12
408	N. J....	2120	7024	New Bridge, Stony Point...	New Jersey and New York	27.18	25
409	Minn...	26017	.....	Mankato, Wells	Central, of Minnesota	41.06	15
410	Ga....	15016	15016	Cuthbert, Fort Gaines	Southwestern	22.67	16
411	Tenn...	19014	19014	Memphis, Covington	Paducah and Memphis	38.31	18 1/2
412	Pa....	2496	.....	York, Muddy Creek Forks...	Peach Bottom	22.09	12
413	Ala....	17014	17014	Opelika, Buffalo	East Alabama and Cincinnati.	22.5	18
414	Ga....	6012	15013	Cochran, Hawkinsville	Macon and Brunswick	10	24
415	Ohio...	9040	21036	Logansport, New Straitsville.	Columbus and Hooking Valley	13.02	12
416	Pa....	2485	8082	Mechanicsburgh, Dillsburgh	Cumberland Valley	8.85	15
417	Ark....	7643a	29004	Chicot, Monticello	Texas, Mississippi River and Northwestern.	44.28	5
418	Ohio...	9043	21039	Clinton, Massillon	Cleveland, Mount Vernon and Delaware.	13.7	.....
419	Ga....	15013	15013	Cochran, Hawkinsville	Macon and Brunswick	10	16
420	Ga....	15019	15019	Barnesville, Thomaston	Central Railroad and Banking Company.	17.25	12
421	Ind....	22030	22031	Attica, Veederburgh	Indiana North and South	14	15
422	Pa....	2498	8096	Oxford, Goshen	Peach Bottom	16.75	14
423	Ky....	20014	20014	Willard, Greenup	Eastern Kentucky	34.5	15
424	Md....	3519	10018	Lake Roland, Western Maryland Railroad Junction ..	Northern Central	8.5	17
425	Miss...	18007	18007	Muldon, Aberdeen	Mobile and Ohio	9	9
426	Ind....	22022	22023	Princeton, Albion	Louisville, New Albany and Saint Louis Air Line.	31.03	16
427	Ind....	22029	22030	Terre Haute, Marts	Cincinnati and Terre Haute ..	26.15	18
428	Ind....	22033	22034	Rockport, Huntingburgh....	Cincinnati, Rockport and Southwestern.	31.02	15
429	Ga....	15016	15016	Albany, Arlington	Southwestern	35.5	14
430	Kans...	33014	.....	Fort Scott, Memphis	Fort Scott, Southeastern and Memphis.	6.52	12
431	Mo....	28031	.....	Saint Louis, Normandy	West End Narrow Gauge	10.53	15
432	Ga....	6146	15022	Griffin, Carrollton	Savannah, Griffin and North Alabama.	59.96	12
433	S. C...	5602	14001	Cokesbury, Abbeville Court House.	Greenville and Columbia	11.81	15
434	S. C...	5602	14001	Belton, Anderson Court-House.	.....do	10.01	15

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
7,130	5,497	12,627	4,880	162	11 by 6, f. f., s. l.	6	\$40 00		395
7,756	7,699	15,455	4,338	144	10 by 7, furniture, s. l.	6	40 00	In November, 1875. Main route; branch \$40, (399.)	396
3,109	2,783	5,892	4,017	133	12 by 8, f. f.	6	40 00		397
3,093	2,181	5,274	3,637	121	6.2 by 3, fixtures, s. l.	6	40 00		398
2,686	3,238	5,924	3,636	121	8 by 4, furniture, s. l.	6	40 00	Branch; main route \$40, (396.) In November, 1875.	399
2,947	1,805	4,752	3,434	114	b. c.; no r. a.	7	40 00		400
2,566	2,728	5,294	3,389	112	10.10 by 7.2, f. f., s. l.	12	40 00		401
4,276	2,388	6,664	5,330	110	7.3 by 6, f. f., s. l.	4	40 00	48 days, 18 from March 15 and 30 from May 15, 1876.	401
4,045	3,591	7,636	3,206	106	in b. c.; no r. a.	6	40 00	In October, 1875.	402
2,150	1,902	4,052	2,881	96	in b. c.; no r. a.	6	40 00		403
2,239	2,971	5,210	2,822	94	12 by 7, f. f., s. l.	6	40 00		404
2,439	3,384	5,823	2,697	89	9 by 8, f. f., s. l.	6	40 00	In October, 1875.	405
1,891	884	2,775	2,531	81	in b. c.; no r. a.	6	40 00	In March, 1876.	406
1,623	1,106	2,729	2,527	84	b. c.; no r. a.	6	40 00	In October, 1875.	407
3,515	2,109	5,624	2,500	83	do.	6	40 00	In March, 1876.	408
1,842	1,637	3,479	2,485	83	8.3 by 7, f. f., s. l.	6	40 00	In October, 1875.	409
1,867	884	2,751	2,429	80	closet, 3 by 4; no r. a.	6	40 00	Branch; main route \$70, (187.)	410
2,847	2,082	4,929	2,281	76	8.6 by 6.6, f. f., s. l.	6	40 00		411
1,707	1,153	2,860	2,260	75	b. c.; no r. a.	7 ⁺	40 00	In September, 1875.	412
1,244	944	2,188	2,188	72	8 by 4, f. f., s. l.	6	40 00		413
				72	no r. a.	6	40 00	Branch; main route \$50, (254.) In October, 1875.	414
1,229	990	2,219	1,886	62	in b. c.; no r. a.	15*	40 00	Branch; main route \$87.50, (151.)	415
1,022	822	1,844	1,740	58	locked box in b. c.	6	40 00	In August, 1875.	416
1,428	835	2,263	1,724	57	no r. a.	2	40 00	In March, 1875.	417
1,192	1,090	2,282	1,688	56			40 00		418
974	706	1,680	1,680	56	13 by 8.6, fixtures; no r. a.	6	40 00	Branch; main route \$65, (192.)	419
1,090	743	1,763	1,531	51	closet 3 by 4; no r. a.	6	40 00		420
1,022	1,114	2,136	1,292	43	in b. c.	6	40 00		421
976	691	1,667	1,092	36	b. c.; no r. a.	6	40 00	In January, 1876.	422
1,169	1,921	3,090	997	33	10 by 4.6, f. f., s. l.	6	40 00		423
496	335	831	703	23	in b. c.; no r. a.	6	40 00		424
138	151	289	289	9	in b. c.; no r. a.	7	40 00	In March, 1876.	425
1,985	1,130	3,115	1,740	58	r. a. in caboose-car, f. f., s. l.	6	35 00		426
2,154	1,427	3,581	1,691	56	no apt., s. l.	6	35 00		427
1,518	1,053	2,571	1,441	48	10 by 8; in charge of conductor.	6	35 00		428
1,028	707	1,735	1,158	38	closet 3 by 4; no r. a.	5*	35 00	Branch; main route \$70, (187.)	429
725	261	986	986	38	in b. c.	6	35 00	In March, 1876.	430
524	394	918	788	27	in b. c.; no r. a.	6	35 00	In May, 1876.	431
3,119	3,626	6,745	3,230	107	8.6 by 4.6, f. f., s. l.	6	30 00	In December, 1875.	432
1,406	1,720	3,126	3,126	104	in charge of conductor.	6	30 00	Branch; main route \$75, (182.)	433
1,081	1,803	2,884	2,884	96	12 by 7, f. f., s. l.	6	30 00	In October, 1875. Branch; main route \$75, (182.)	434

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
435	Ala...	17005	17005	Moscow, Somerville.....	Memphis and Charleston.....	<i>Miles.</i> 14.5	18
436	Ala...	6614	17014	Opelika, Buffalo.....	East Alabama and Cincinnati.	22.50	20
437	Ala...	17018	17018	Mobile, Bigbee Bridge.....	Mobile and Alabama Grand Trunk.	59.7	15
438	Ga....	15023	15023	Brunswick, Albany.....	Brunswick and Albany.....	173.31	14½
439	Tenn..	19015	19015	Jasper, Bridgeport.....	Nashville and Chattanooga....	12	10
440	Ga....	15020	15020	Cartersville, Rock Mart.....	Cherokee.....	22.08	12
441	Ky....	20001	20001	Ashland, Geigersville.....	Lexington and Big Sandy.....	13.98	12
442	Fla...	16002	16002	Tallahassee, Saint Mark's...	Jacksonville, Pensacola and Mobile.	21.69	16
443	Fla...	16005	16005	Pensacola, Millview.....	Pensacola and Perdido.....	10½	12
444	Pa....	2499	8097	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon	7	12
445	Ky....	9605	20001	Ashland, Coalton.....	Lexington and Big Sandy.....	11	12
446	N.C...	5216	13011	Sanford, Egypt Depot.....	Western.....	7	.....
447	La....	8003	30005	Baton Rouge, Livonia.....	Baton Rouge, Grosse Tête and Opelousas.	28	10

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.				
1,358	914	2,272	2,272	75	in b. c.; no r. a.	7	\$30 00	Branch; main route \$160, (69.)	435
1,433	817	2,250	1,635	54	8 by 4, f. f., s. l.	6	30 00	In October, 1875.	436
1,288	938	2,226	1,648	54	in passenger-car; no r. a.	6	30 00	.....	437
3,361	3,354	6,715	1,089	36	12 by 8.6, f. f., $\frac{1}{2}$ l.	3	30 00	.....	438
453	827	1,280	1,108	36	in charge of baggage-master.	6	30 00	.....	439
933	619	1,552	1,053	35	5 by 3, in b. c.; no r. a.	6	30 00	.....	440
443	194	637	637	21	locked box, 2.6 by 1.6; no r. a.	6	30 00	.....	441
452	581	1,033	1,033	17	no apt.; in charge of conductor.	3	30 00	Branch; main route \$90, (146.) 60 days, half from Nov. 15, 1875, and residue from Jan. 1, 1876.	442
298	200	498	498	16	in passenger-car; no r. a.	6	30 00	.....	443
352	303	655	475	15	no r. a.	6	30 00	.....	444
645	379	1,024	1,024	34	locked box; no r. a.	6	29 54	In April, 1875.	445
290	411	701	701	23	no r. a.	6	21 00	Branch; main route \$50, (335.) In August, 1875.	446
211	180	391	321	10	in passenger-car.	3	12 86	In September, 1875.	447

THOMAS J. BRADY,
Second Assistant Postmaster-General.

Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Adirondack.....	186	1804	.....	Charlotte, Columbia and Augusta	101	13007	13007
Alabama Central.....	324	17009	.....	Cheraw and Darlington.....	236	14006	14006
Arkansas Valley.....	305	38005	.....	Do.....	280	5608	14006
Ashburnham.....	368	753	.....	Cherokee.....	440	15020	15020
Atchison and Nebraska.....	203	33009	.....	Chester and Lenoir Narrow Gauge, (late King's Mountain).....	324	5609	14007
Atchison, Topeka and Santa Fe.....	167	33013	.....	Do.....	343	14007	14007
Atlanta and Richmond Air Line.....	131	15001	15001	Chicago and Canada Southern.....	311	24036	.....
Atlanta and West Point.....	98	6003	15003	Chicago and Pacific.....	382	23054	.....
Atlantic and Great Western.....	123	9006	21005	Chicago and Iowa.....	141	11913	23036
Do.....	129	9006	21005	Do.....	393	11913	23026
Do.....	144	9023	21034	Chicago and Paducah.....	313	23043	.....
Do.....	252	9006	21005	Chicago, Burlington and Quincy.....	53	23010	.....
Do.....	281	9041	21037	Do.....	54	23010	.....
Atlantic and Gulf.....	104	15009	15009	Do.....	159	27011	.....
Do.....	124	6008	15009	Do.....	161	27011	.....
Do.....	201	15018	15018	Chicago, Cincinnati and Louisville.....	225	22014	22015
Do.....	217	15009	15009	Chicago, Rock Island and Pacific.....	291	27016	.....
Do.....	258	6016	15018	Chippewa Falls and Western.....	298	25026	.....
Do.....	268	6008	15009	Cincinnati and Martinsville.....	331	22015	22016
Atlantic and North Carolina.....	226	13005	13005	Cincinnati and Terre Haute.....	427	22029	22030
Atlantic, Gulf and West India Transit Company.....	325	16001	16001	Cincinnati, Cumberland Gap and Charleston. (See East Tennessee, Virginia and Georgia.).....			
Atlantic, Tennessee and Ohio.....	381	13009	13009	Cincinnati, Hamilton and Dayton.....	55	9030	21026
Do.....	405	5213	13009	Do.....	56	9030	21026
Baltimore and Ohio.....	14	3503	.....	Do.....	83	9030	21026
Do.....	15	3503	.....	Cincinnati, Hamilton and Indianapolis.....	256	9028	21024
Do.....	18	3504	10003	Do.....	294	9028	21024
Do.....	19	12002	.....	Cincinnati, La Fayette and Chicago.....	28	22028	22029
Do., (operating Baltimore, Pittsburgh and Chicago).....	34	9051	21047	Cincinnati, Richmond and Chicago.....	106	9029	21025
Do.....do.....	51	9051	21047	Cincinnati, Richmond and Fort Wayne. (See Grand Rapids and Indiana.).....			
Do., (lessees Sandusky, Mansfield and Newark).....	74	9011	21010	Cincinnati, Rockport and Southwestern.....	428	22033	22034
Do.....	75	9011	21010	Cincinnati, Sandusky and Cleveland.....	136	9013	21012
Do.....	76	9011	21010	Do.....	150	9013	21012
Do.....	78	9011	21010	Do.....	239	9037	21033
Do.....	79	9011	21010	Do.....	285	9037	21033
Do.....	80	9011	21010	Do.....	344	9025	21021
Baltimore and Potomac.....	90	3514	10013	Cincinnati, Wabash and Michigan.....	318	22021	22022
Do.....	118	3514	.....	Cleveland and Pittsburgh.....	77	9007	21006
Do.....	119	3514	.....	Do.....	121	9003	21003
Baltimore, Pittsburgh and Chicago. (See Baltimore and Ohio.).....				Do.....	204	9009	21008
Bath and Hammondsport.....	323	1810	.....	Cleveland, Columbus, Cincinnati and Indianapolis.....	33	9046	21042
Baton Rouge, Grosse Tête and Opelousas.....	447	8003	30005	Do.....	58	9018	21016
Bell's Gap.....	378	2492	8089	Do.....	105	9015	21013
Berks County. (See Pennsylvania.).....				Cleveland, Mount Vernon and Delaware.....	107	9005	21004
Boston and Albany, (lessees North Brookfield Railroad).....	328	755	.....	Do.....	418	9043	21039
Boston and Albany.....	374	617	.....	Cleveland, Tuscarawas Valley and Wheeling, (late Lake Shore and Tuscarawas Valley).....	249	9045	21041
Breakwater and Frankford.....	290	3406	9506	Columbus and Hocking Valley.....	151	9040	21036
Brunswick and Albany.....	438	15023	15023	Do.....	415	9040	21036
Buffalo and Jamestown.....	198	1290	.....	Columbus and Xenia.....	42	9016	21014
Cairo and Saint Louis.....	271	23053	.....	Columbus, Chicago and Indiana Central.....	67	9017	21015
Carolina Central.....	227	13003	13003	Consolidated European and North American.....	147	244	.....
Do.....	315	13008	13008	Cumberland and Pennsylvania.....	314	3512	10011
Cayuga.....	257	1284	.....	Cumberland Valley.....	416	2435	8052
Central, of Minnesota.....	409	26017	.....	Dayton and Michigan.....	85	9027	21023
Central, of New Jersey.....	23	2101	7001	Dayton and Union.....	207	9026	21022
Do.....	190	2258	7003	Delaware and Hudson Canal Co. Do.....	81	1222	.....
Central Ohio.....	25	9001	21001		84	1221	.....
Do.....	26	9001	21001				
Do.....	27	9001	21001				
Central Pacific.....	35	46001	.....			
Central Railroad and Banking Company.....	111	15012	15012				
Do.....	160	15010	15010				
Do.....	164	15005	15005				
Do.....	345	15014	15014				
Do.....	357	15015	15015				
Do.....	420	15019	15019				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Delaware and Hudson Canal Co.	86	1220	.....	Hudson and Boston	330	1261	.....
Do.	88	1224	.....	Illinois Midland	310	23048	.....
Do.	95	1224	.....	Indiana, North and South	421	23030	23031
Do.	116	1224	.....	Indianapolis and Saint Louis	59	23028	.....
Do.	132	1245	.....	Do.	63	23028	23028
Do.	153	1244	.....	Indianapolis and Vincennes	255	23001	23001
Do.	226	1223	.....	Indianapolis, Bloomington and Western	396	23029	.....
Do.	295	1244	.....	Do.	399	23029	.....
Do.	388	1802	.....	Indianapolis, Cincinnati and La Fayette	24	23003	22003
Do.	389	1803	.....	Do.	29	23005	23005
Delaware, Lackawanna and Western	246	2122	7028	Indianapolis, Peru and Chicago	138	23004	23004
Do. (See Newark and Bloomfield.)				Do.	304	23025	23026
Detroit, Eel River and Illinois	240	23026	23027	Jacksonville, Pensacola and Mobile	146	16002	16002
East Alabama and Cincinnati	373	17020	17020	Do.	442	16002	16002
Do.	413	17014	17014	Jeffersonville, Madison and Indianapolis	94	23007	23007
Do.	436	6614	17014	Do.	259	23006	23006
East Tennessee, Virginia and Georgia	32	19002	19002	Do.	395	23011	23011
Do.	120	19002	19002	Kent County	183	3513	10012
Do.	404	19012	19012	Kentucky Central	113	20003	20002
Eastern Kentucky	423	20014	20014	Do.	114	20002	20002
Eastern Ohio. (See W. H. and C. B. Stevens.)				Do.	175	20002	20002
Elliot, W. P., proprietor, Rogersville and Jefferson Railroad.	360	19003	19003	King's Mountain. (See Cheater and Lenoir Narrow-Gauge.)			
Emmitsburgh	353	3520	10019	Knoxville and Ohio	396	19011	19011
Erie	2	1201	.....	Lake Erie and Louisville	277	9024	21020
Do.	17	1208	.....	Lake Erie, Evansville and Southwestern	334	23031	23032
Erie and Pittsburgh	157	2445	8045	Lake Shore and Michigan Southern	1	9008	21007
Evansville and Crawfordsville	127	23012	23012	Do.	4	9049	21045
Evansville, Owensborough and Nashville	301	20015	20015	Do.	5	1241	.....
Evansville, Terre Haute and Chicago	231	23023	23024	Do.	9	1241	.....
Do.	275	23023	23024	Do.	10	1241	.....
Fall River	366	754	.....	Do.	11	1241	.....
Flushing, North Side and Central	221	1296	.....	Lexington and Big Sandy	441	9605	20001
Do.	309	1296	.....	Do.	445	9605	20001
Do.	330	1296	.....	Little Rock and Fort Smith	154	23005	.....
Fort Wayne, Jackson and Saginaw	223	24008	.....	Logansport, Crawfordsville and Southwestern	278	23027	23028
Do.	243	24008	.....	Do.	297	23012a	23013
Fort Wayne, Muncie and Cincinnati	214	23019	23020	Long Island	232	1806	.....
Fort Scott, Southeastern and Memphis	430	33014	.....	Do.	265	1234	.....
Frankfort and Kokomo	401	23032	23033	Louisville and Nashville	31	20005	20005
Galena and Southern Wisconsin	329	25025	.....	Do.	57	20008	20008
Georgia	89	15004	15004	Do.	80	19009	19009
Do.	100	6001	15004	Do.	84	19010	19010
Do.	177	6006	15007	Do.	93	19010	19010
Do.	196	6006	15007	Do.	148	19006	19006
Do.	341	6005	15006	Do.	228	20007	20007
Do.	361	6005	15006	Do.	229	20007	20007
Gilman, Clinton and Springfield	316	23034	.....	Do.	234	20007	20007
Grand Gulf and Port Gibson	184	18006	18006	Do.	260	20007	20007
Grand Rapids and Indiana	253	23020	23021	Do.	312	20012	20012
Do.	261	23020	23021	Do.	400	20006	20006
Grand Rapids, Newaygo and Lake Shore	348	24026	.....	Louisville, Cincinnati and Lexington	52	20004	20004
Greenville and Columbia	129	5602	14001	Do.	61	20018	20018
Do.	213	14001	14001	Do.	143	20003	20003
Do.	302	14001	14001	Do.	244	20013	20013
Do.	347	14001	14001	Do.	274	20017	20017
Do.	397	14009	14009	Do.	289	9796a	20013
Do.	433	5602	14001	Louisville, New Albany and Chicago	250	23008	23008
Do.	434	5602	14001	Louisville, New Albany and Saint Louis Air Line	426	23022	23023
Hannibal and Saint Joseph	128	23030	.....	McKean and Buffalo	387	2495a	8093
Hickerson, L. D., and Anderson Powers, of Memphis and Charleston Railroad, lessees	337	19005	19005	Macon and Augusta	230	15021	15021
Houston and Texas Central	73	31003	.....	Macon and Brunswick	192	15013	15013
Do.	130	31004	.....	Do.	254	6012	15013
Do.	169	31005a	.....	Do.	414	6012	15013
				Do.	419	6012	15013
				Macon and Western	126	6011	15012
				Marietta and Cincinnati	16	9032	21028

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Marietta and Cincinnati	70	9020	21018	Paducah and Memphis	321	20009	20009
Do.	156	9019	21017	Do.	411	19014	19014
Do.	251	9053	21049	Painesville and Youngstown	394	9050	21046
Do.	355	9054	21050	Paris and Danville	284	23050	.....
Maryland and Delaware	238	2403	9503	Peach Bottom	396	2496	8094
Mayville and Lexington	210	20016	20016	Do.	412	2496	.....
Memphis and Charleston	69	17005	17005	Do.	422	2498	8096
Do.	359	17005	17005	Pennsborough and Harrisville	370	19005	19005
Do.	435	17005	17005	Pennsylvania	3	2103	7004
Do., (See L. D. Hickerson and Anderson Powers.)				Do.	12	2401	.....
Mississippi and Tennessee	163	7002	18002	Do.	113	2401	8001
Do.	191	18002	18002	Do.	149	2103	7004
Mississippi Central. (See New Orleans, Saint Louis and Chicago.)				Do.	332	2433	8033
Missouri, Kansas and Texas	37	28011	.....	Do.	375	2493	8090
Do.	39	28014	.....	Do.	386	2499	8096
Do.	212	33006	.....	Pennsylvania Company	204	2047	21043
Mobile and Alabama Grand Trunk	437	17018	17018	Do.	319	9048	21044
Mobile and Girard	272	17008	17008	Pensacola and Louisville	268	16003	16003
Mobile and Montgomery	82	17012	17012	Pensacola and Perdido	443	16005	16005
Mobile and Ohio	103	7004	18004	Peoria, Pekin, and Jacksonville. Petersburg	180	23038	.....
Do.	155	7004	18004	Do.	50	4410	11009
Do.	206	7004	18004	Philadelphia and Reading, (leaves Berks County Railroad)	381	2494	8091
Do.	282	18004	18004	Pittsburgh and Castle Shannon	444	2499	8097
Do.	356	6611	17011	Pittsburgh, Cincinnati, and Saint Louis	36	9036	21032
Do.	377	7007	18007	Do., (Little Miami division)	41	9031	21027
Do.	384	17011	17011	Do.	142	9012	21011
Do.	425	18007	18007	Do.	166	22013	22014
Montgomery and Eufaula	283	17003	17003	Do.	168	22009	22009
Do.	305	6603	17003	Do.	178	9033	21029
Montpelier and Wells River	380	528	.....	Do.	193	9034	21030
Morris and Essex	122	2106	7013	Do.	266	22016	22017
Do.	125	2106	7013	Do.	306	9036	21032
Do.	263	2106	7013	Do.	354	9031	21027
Do.	364	2123	7014	Pittsburgh, Fort Wayne and Chicago	22	9002	.....
Nashville and Chattanooga	46	19004	19004	Do.	38	9002	21002
Do.	48	19004	19004	Do.	43	9002	.....
Do.	90	19004	19004	Do.	44	9002	21002
Do.	91	19004	19004	Do.	237	9039	21035
Do.	92	19004	19004	Do.	245	2429	8029
Do.	165	19007	19007	Do.	282	9039	.....
Do.	307	19004	19004	Portland and Ogdensburgh	99	410	.....
Do.	439	19015	19015	Port Royal	267	14010	14010
Newark and Bloomfield	379	2124	7027	Raleigh and Augusta Air Line	235	13010	13010
Newark, Somerset, and Straitsville	185	9042	21038	Raleigh and Gaston	176	13001	13001
New Castle and Franklin	346	2500	8098	Reading and Columbia	276	2431	8031
New Jersey and New York	408	2120	7024	Do.	322	2431	8031
New Orleans, Mobile and Texas	96	17013	17013	Rhinebeck and Connecticut	300	1812	.....
New Orleans, Saint Louis and Chicago	62	18001	18001	Richmond and Danville	68	13004	13004
Do.	406	18009	18009	Do.	97	4407	13004
Do., (operating Mississippi Central)	407	7009	18009	Do.	173	13004	13004
Newport and Wickford Railroad and Steamboat Company	215	825	.....	Richmond and Petersburg	40	4409	11008
New York Central and Hudson River	6	1217	.....	Ripley	403	18008	18008
Do.	7	1211	.....	Rogersville and Jefferson. (See W. P. Elliott.)			
Do.	8	1211	.....	Rome	340	6007	15008
Do.	242	1811	.....	Do.	350	6007	15008
North and South	391	15024	15024	Rome, Watertown and Ogdensburgh	273	1987	.....
Northeastern	102	5807	14005	Saint John's	327	16004	16004
Do.	106	14005	14005	Saint Louis and Southeastern	109	19008	19008
Northern Central	87	1255	.....	Do.	112	23032	.....
Do.	424	3519	10018	Do.	115	20010	20010
North Pacific Coast	317	146016	.....	Saint Louis, Lawrence and Western	216	28016	.....
Northwestern, (North Carolina)	270	13012	13012	Saint Louis, Rock Island and Chicago	195	23005	.....
Ohio and Mississippi	30	22010	22010	San Francisco and North Pacific	248	46011	.....
Do.	65	22018	22019	Savannah and Charleston	110	14004	14004
Ohio and Toledo	392	9010	21009	Savannah and Memphis	352	17016	17016
Oregon Central	339	44002				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Savannah, Griffin and North Alabama.....	432	6146	15022	Utah Southern.....	199	41002	.....
Seaboard and Roanoke.....	181	4415	11015	Do.....	241	41002	.....
Selma and Gulf.....	349	6617	17017	Utica and Black River.....	172	1288	.....
Do.....	401a	17017	17017	Do.....	218	1288	.....
Selma, Marion and Memphis.....	287	17006	17006	Do.....	219	1288	.....
Selma, Rome and Dalton.....	139	6610	17010	Do.....	222	1288	.....
Do.....	171	6610	17010	Do.....	333	1288	.....
Somerset.....	288	231	.....	Vaca Valley.....	351	46015	.....
South and North Alabama.....	170	17004	17004	Vicksburgh and Brunswick.....	369	17021	17021
Southern, of Long Island.....	296	1295	.....	Vicksburgh and Meridian.....	133	18003	18003
Southern Pacific.....	206	46017	.....	Do.....	209	18003	18003
South Carolina.....	163	14003	14003	Do.....	211	18003	18003
Do.....	188	14003	14003	Virginia and Truckee.....	185a	45001	.....
Do.....	189	14003	14003	West End Narrow Gauge.....	431	28031	.....
Do.....	352	14003	14003	Western.....	335	13011	.....
Southwestern.....	140	15011	15011	Do.....	338	13011	13011
Do.....	187	15016	15016	Do.....	376	13011	13011
Do.....	278	15016	15016	Do.....	446	5216	13011
Do.....	371	15017	15017	Western and Atlantic.....	47	15002	15002
Do.....	372	6088	15017	Western Maryland.....	174	3507	10006
Do.....	410	15016	15016	Western North Carolina.....	220	13006	13006
Do.....	429	15016	15016	Do.....	269	5006	13006
Spartanburgh and Union.....	336	14008	14008	Western, of Alabama.....	117	17001	17001
Sullivan and Erie Coal and Railroad.....	383	2461	8061	Do.....	197	17007	17007
Stevens, W. H. and C. B., (proprietors Eastern Ohio).....	363	9052	21048	Do.....	233	17002	17002
Tennessee and Pacific.....	293	19016	19001	West Jersey.....	137	2111	7019
Terre Haute and Indianapolis.....	45	23002	23002	Do.....	179	2112	7020
Do.....	49	23031	.....	Do.....	202	2113	7021
Texas, Mississippi River and Northwestern.....	390	7525a	29003	West Wisconsin.....	135	25014	.....
Do.....	417	7545a	29004	White Water Valley.....	200	9035	21031
Toledo, Canada Southern and Detroit.....	152	24035	.....	Wilmington and Weldon.....	66	13002	13002
Toledo, Wabash and Western.....	145	9092	.....	Do.....	308	13002	13002
Tuskegee.....	367	17019	17019	Wilmington, Columbia and Augusta.....	71	14002	14002
Union Pacific.....	21	34: 01	.....	Do.....	72	14002	14002
Utah Northern.....	247	41003	.....	Do.....	134	14002	14002
				Winchester and Alabama. (See Memphis and Charleston.)			
				Woodstock.....	303	532	.....
				Worcester.....	299	3517	10016

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes in States and on certain new routes the adjustment of the rates, based upon returns of the weight of and the number of trips per week, in accordance with the act of March 3, 1873; and with the

ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-line; d. l., double line; t. l., triple line; m., miles; r. a., route-agents; m. m., mail-messenger. A num-tabular form being inconvenient. The figures in parentheses in the "Remarks" column refer to the

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dis-tance per day.	Miles per hour.
1	N. Y.	1217	.....	Albany, Buffalo.....	New York Central and Hudson River.	Miles. 298	Pounds. 56,074	45, 30
2	N. Y.	1241	..... {	Cleveland, Elyria Millbury, Toledo.....	{ Lake Shore and Michigan { Southern.	25.7 8.5	{ 51, 102	32, 28
3	N. Y.	1241	.....	Buffalo, Cleveland....	.....do.....	184.5	51, 102	32, 28
4	N. Y.	1211	.....	New York, Albany...	New York Central and Hud-son River.	144	52, 662	45, 30
5	N. J.	2103	7004	New York, West Phil-adelphia.	Pennsylvania	90	49, 627	28
	Ohio...	2008	21007	Elyria, Millbury	Lake Shore and Michigan Southern.	74.98	45, 462	32, 28
7	N. Y.	1241	Elkhart, Chicago.....do.....	101	37, 412	32, 28

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in which the contract-term expired June 30, 1876, and also in other States and Territories, the mails, the speed with which they are conveyed, the accommodations for mails and agents, act of July 12, 1876, in the case of re-adjustments taking effect on and after July 1, 1876.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single ber followed by an asterisk (*) shows the equivalent in round trips, a more particular statement in order of the routes in this table.]

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> r. p. o., fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9 and 1 l.; 47 by 2, (average.)	34	Dolla. 1,028 00	Dolla. 602 00	Dolla. 306,344 00	Dolla. 179,396 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Pay to be fixed on new returns from July 23, 1876, date of discontinuance of fast mail. Average speed, 45 miles fast mail; 30 miles residue.	1
{ r.p.o., 33 by 9, (average,) 1 l.; 18 by 9, 1 l.; 45 by 9, (average,) 1 l.; fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9.	17½*	1,001 00	615 00	34,234 20.	21,033 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Average speed, 32 miles fast mail; 28 miles residue. Part; residue \$989.75, \$817.50, \$199.25, \$197.37½, (3, 7, 47, 48.)	3
r. p. o., 33 by 9, (average,) 1 l.; 45 by 9, (average,) 1 l.; fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9.	17½*	989 75	590 00	182,608 87	103,855 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Average speed, 32 miles fast mail; 28 miles residue. Part; residue \$1,001, \$817.50, \$199.25, \$197.37½, (2, 7, 47, 48.)	
r. p. o., fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9; and 1 l. 47 by 9, (average.)	47*	985 00	597 00	141,840 00	85,968 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Part; residue \$149, (71.) Average speed, 45 miles fast mail; 30 miles residue. Pay to be fixed on new returns from July 23, 1876, date of discontinuance of fast mail.	4
r. p. o., 46 by 8.7, f. f. c., 3 l.; 58.6 by 8.5, f. f. c., 1 l.; tender, 29 by 7.9, f. f. c., 1 l.; r. a. apt., (average,) 15.4 by 6.6, 1 l. through; 3 by 6.4, 1 additional to Monmouth Junction, 42 m.	49½*	915 00	628 00	82,350 00	56,520 00	Sept. 16, 1875	Main route; branch \$90, (118.)	5
r. p. o., 45 by 9, (average,) 1 l.; 18 by 9, 1 l.; fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9.	13	885 62½	755 00	66,404 16	56,609 90	Sept. 16, 1875	Pay to be fixed on new returns from July 23, 1876, date of discontinuance of fast mail. Average speed, 32 miles fast mail; 28 miles residue.	6
r. p. o., 36 by 9, 1 l.; 45 by 9, (average,) 1 l.; fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9.	17½*	817 50	615 00	82,567 50	62,115 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Average speed, 32 miles fast mail; 28 miles residue. Part; residue \$1,001, \$989.75, \$199.25, \$197.37½, (2, 3, 47, 48.)	7

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
8	Ohio...	9049	21045	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	Miles. 133.6	Pounds. 37,145	32, 28
9	Pa....	2401	8001	Philadelphia, Pitts- burgh.	Pennsylvania.....	353.6	29,078	28
10	Md...	3503	.....	Baltimore, Washing- ton.	Baltimore and Ohio.....	40	26,694	28
11	Md...	3514	.....	Bay View Junction, n. o., (Baltimore,) Washington.	Baltimore and Potomac	46.1	18,754	26
12	Pa....	2401	.....	Philadelphia, Pitts- burgh.	Pennsylvania.....	353.6	20,027	28
13	Ohio...	9036	21032	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis.	193	16,420	31
14	Md...	3503	.....	Baltimore, Washing- ton.	Baltimore and Ohio.....	40	15,362	28
15	Nebr.	34001	.....	Omaha, Ogden City ..	Union Pacific	1,032.40	15,348	25
16	Md...	3514	.....	Baltimore, Washing- ton.	Baltimore and Potomac	42.6	12,772	26
17	Md...	3504	10003	Baltimore, Grafton...	Baltimore and Ohio	294	8,360	24
18	Cal...	46001	.....	San Francisco, Ogden	Central Pacific	880.96	11,434	21
19	Ohio...	9031	21027	Cincinnati, Xenia....	Pittsburgh, Cincinnati and Saint Louis.	65.96	9,190	28
20	N. Y. .	1201	.....	New York, Dunkirk .	Erie.....	459	6,082	35
21	Ohio...	9016	21014	Columbus, Xenia	Columbus and Xenia	55	9,096	28

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> r. p. o., 45 by 9, (average,) 1 l.; fast mail, 4 l.—60 by 9, 60 by 9, 45 by 9, 45 by 9.	13	<i>Dolls.</i> 791 00	<i>Dolls.</i> 625 00	<i>Dolls.</i> 105, 677 80	<i>Dolls.</i> 83, 500 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. A ver a g e speed, 32 miles fast mail; 28 miles residue.	8
r. p. o., 58.6 by 8.5, f. f. c., 1 l.; 46 by 8.5, f. f. c., 1 l.; tender, 29 by 7.9, 1 l.; r. a. apt., (average,) 11.6 by 8, f. f., s. l.	37½*	598 00	417 00	211, 452 80	147, 451 20	Sept. 16, 1875	60 days, from Dec. 1, 1875.	9
r. p. o., 52.4 by 9.6½, f. f., d. l.	54	551 00	375 00	22, 040 00	15, 000 00	July 1, 1873	To April 18, 1874. Weight for 30 days from Oct. 5, 1874, and 90 days on night-line r. p. o. from Dec. 31, 1875.	10
r. p. o., 46.10 by 9, f. f., d. l.; r. a. apt., 14.9 by —, f. f., s. l.	29	431 00	327 00	19, 869 10	13, 930 20	June 4, 1875	90 days, from Oct. 1, 1875; 3.5 miles increase.	11
r. p. o., 46.5 by 8.9, f. f. c., s. l.; r. a. apt., 10.11 by 8.7, f. f., s. l.	36	417 00	438 00	147, 451 20	154, 876 80	July 1, 1874	90 days, from Oct. 1, 1874.	12
r. p. o., 50.5 by 9.2, f. f., s. l.	20	382 00	230 00	73, 726 00	44, 390 00	Dec. 1, 1875	60 days, from Dec. 1, 1875.	13
r. p. o., 52.4 by 9.6½, f. f., s. l.	48	369 00	375 00	14, 760 00	15, 000 00	Apr. 19, 1874	To Nov. 30, (as modified, instead of June 3,) 1875. In Oct., 1874.	14
r. p. o., (say) 50 by 9.9, f. f. c., s. l.	7	340 00	315 00	351, 016 00	325, 206 00	Feb. 14, 1876	r. p. o., with platform, 54.5 by 9.9. See returns for 1874. In Feb., 1876.	15
r. p. o., 46.10 by 9, f. f., s. l.; r. a. apt., 14.6 by 8.6, f. f., s. l.	13	327 00	100 00	13, 930 20	4, 260 00	Apr. 19, 1874	Daily average of returns for 1873 and night r. p. o. line for 90 days, from Oct. 1, 1875, for adjustment from April 19, 1874, to June 3, 1875, during which period said night r. p. o. line was diverted from Washington branch Baltimore and Ohio Railroad to this route.	16
r. p. o., 52.4 by 9.7, f. f. c., d. l.; r. a. apt., 17 by 8.7½, between Baltimore and Harper's Ferry, 96 m.	27½*	322 00	360 00	94, 668 00	106, 200 00	Dec. 1, 1875	60 days, from Dec. 1, 1875. Part; residue \$282, (23,) 40 miles formerly at \$369.	17
r. p. o., 55.1½ by 8.9, f. f. c., s. l.	7½*	295 00	233 00	259, 883 20	205, 263 68	Feb. 14, 1876	In Feb. and March, 1876.	18
r. p. o., 50.5 by 9.2, f. f., s. l.; r. a. apt., 19.7 by 8.6, f. f., s. l.	20	292 00	210 00	19, 260 32	13, 851 60	Dec. 1, 1875	Part; residue \$50....	19
r. p. o., 50 by 10, f. f. c., d. l. to Horellsville, 332 m.; s. l. residue, 127 m.; r. a. apt., 15.11 by 10.4, f. f., s. l., 67 m.; 12.8 by 6.8, f. f., s. l., 39 m.	17½*	292 00	705 00	128, 948 00	323, 595 00	Sept. 16, 1875	127 miles at \$252. 60 days, from Dec. 1, 1875.	20
r. p. o., 50.5 by 9.2, f. f., s. l.; r. a. apt., 19.7 by 8.6, f. f., s. l.	13	291 00	210 00	16, 005 00	11, 550 00	Dec. 1, 1875	60 days, from Dec. 1, 1875.	21

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
22	Ind ...	22002	23002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis.	Miles. 73	Pounds. 9,069	39
23	Md ...	3504	10003	Grafton, Wheeling...	Baltimore and Ohio.....	99	8,360	24
24	Ill	23031	.....	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis.	165.40	7,560	30
25	Ohio ..	9017	21015	Columbus, Indianapolis.	Columbus, Chicago and Indiana Central.	188	7,116	31
26	Ohio ..	9046	21042	Cleveland, Galien ...	Cleveland, Columbus Cincinnati and Indianapolis.	80	7,748	36
27	W. Va.	12002	.....	Grafton, Parkersburg.	Baltimore and Ohio	104.58	6,506	29
28	Ohio ..	9001	21001	Bellaire, Newark.....	Central Ohio	104½	5,779	25
29	Ky....	20005	20005	Louisville, Nashville.	Louisville and Nashville	186.6	8,366	20½
30	Ohio ..	9011	21010	Chicago, O., Newark.	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	88	5,463	30
31	Ohio ..	9032	21028	Cincinnati, Parkersburg.	Marietta and Cincinnati	195.15	7,096	30
32	Ohio ..	9046	21042	Galien, Cincinnati ...	Cleveland, Columbus Cincinnati and Indianapolis.	165.25	7,748	36
33	Ind ...	22003	22003	Indianapolis, Cincinnati.	Indianapolis, Cincinnati and La Fayette.	113.50	6,415	28
34	Ind ...	22005	22005	Indianapolis, La Fayette.	.....do.....	65½	6,282	28
35	Ohio ..	9051	21047	Chicago, O., Chicago, Ill.	Baltimore and Ohio R. R. Co., (operating Baltimore Pittsburgh and Chicago Railroad.)	271.53	4,717	35
36	Va....	4409	11008	Richmond, Petersburg.	Richmond and Petersburg ...	24.07	3,927	27
37	Ind ...	22028	22029	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago.	75.75	7,206	35
38	Ohio ..	9002	.....	Pittsburgh, Chicago..	Pittsburgh, Fort Wayne and Chicago.	469½	6,961	27
39	Va....	4410	11009	Petersburgh, Weldon	Petersburgh.....	65.51	3,343	20
40	Ind ...	22010	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi	341	5,669	26.2

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 50.6 by 9.3, f. f. c., s. l.; r. a., apt., 19.7 by 7.7, f. f., d. l.	32*	290 00	208 00	21,170 00	15,184 00	Dec. 1, 1875	60 days, from Dec. 1, 1875.	22
r. p. o., 52.4 by 9.7, f. f. c., s. l.; r. a., apt., 17 by 8.7, f. f. c. and m. c., s. l.; r. a. apt. 19 by 7, f. f., s. l.	27½	282 00	330 00	27,918 00	31,680 00	Dec. 1, 1875	68 days, from Dec. 1, 1875. Part; residue \$322, (17.)	23
r. p. o., 50.6 by 9.9, f. f. c. and m. c., s. l.; r. a. apt. 19 by 7, f. f., s. l.	19	272 00	304 00	44,988 80	33,741 60	Dec. 1, 1875	60 days, from Dec. 1, 1875.	24
r. p. o., 50.5 by 9.2, f. f., s. l.	20	266 00	166 00	50,008 00	31,208 00	Dec. 1, 1875	60 days, from Dec. 1, 1875.	25
r. p. o., 39.3 by 9.2, f. f., d. l.	19	260 60	262 00	20,848 00	20,960 00	July 1, 1876	Part; residue \$235.60, (32.) Under act of July 12, 1876.	26
r. p. o., 52.4 by 9.7, f. f. c., s. l.	19	258 00	330 00	26,981 64	34,514 40	Dec. 1, 1875	60 days, from Dec. 1, 1875.	27
r. p. o., 50 by 8, f. f., s. l.	20	249 00	267 00	26,113 88	28,001 62	Dec. 1, 1875	60 days, from Dec. 1, 1875. Part; residue \$95, (112.)	28
r. p. o., 45 by 9.7, f. f., s. l., to Bowling Green, 113.5 miles; r. a. apt., 14.9 by 9.7, f. f., s. l., to Bowling Green, 113.5 m., and 2½ l. res. 73.1 m.; addl. r. a. apt., 14 by 7.4, f. f., s. l., to Lebanon Junction, 30 m.	18½	247 80	247 50	44,046 48	43,990 50	July 1, 1876	Average speed, 73.1 miles formerly at \$217.50; 73.1 miles now at \$217.80. Under act of July 12, 1876.	29
r. p. o., 50 by 8, f. f., s. l.	20	245 00	152 00	21,560 00	13,376 00	Dec. 10, 1875	60 days, from Dec. 15, 1875. Part; residue \$75, (145.)	30
r. p. o., 52.4 by 9, f. f., s. l.; apt. (no r. a.) 14 by 9, s. l.	14	243 40	373 00	47,499 51	72,790 95	July 1, 1876	Under act of July 12, 1876.	31
r. p. o., 39.2 by 9.2, f. f., s. l.	19	235 60	237 00	38,932 90	39,164 25	July 1, 1876	Part; residue \$260.60, (24.) Under act of July 12, 1876.	32
r. p. o., 50 by 9.5, f. f. c., s. l.; r. a. apt., 12 by 7.6, f. f. c., s. l.	18	235 30	268 00	26,706 55	30,418 00	July 1, 1876	Under act of July 12, 1876.	33
r. p. o., 50 by 9.5, f. f. c., s. l.; r. a. apt., 12 by 7.6, f. f., s. l.	22*	234 40	262 00	15,382 50	17,193 75	July 1, 1876	Under act of July 12, 1876.	34
r. p. o., 50 by 8, f. f., s. l.; r. a. apt., 20 by 8, f. f., s. l.	14	235 00	203 00	63,669 55	55,180 59	Dec. 10, 1875	60 days, from Dec. 10, 1875.	35
r. p. o., 42 by —, f. f. c., d. l.	13	232 00	213 00	5,734 24	5,368 50	July 1, 1875	\$150 m. m. 60 days, half from June 1, 1875, and residue from Jan. 24, 1876. 0.43 mile decrease.	36
r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., 12 by 7, f. f. c., s. l.	13	224 50	262 00	17,005 87	19,846 50	July 1, 1876	Under act of July 12, 1876.	37
24.3 by 11½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; s. l. res.	25½	224 00	209 00	105,518 00	98,475 59	July 1, 1873 to Aug. 8, 1875	90 days, from Oct. 1, 1874. 35 miles at \$234; 35 miles formerly at \$219.	38
r. p. o., 42.4 by 8.10, f. f. c., d. l.	13	222 00	204 00	14,543 22	12,364 04	July 1, 1875	60 days, one-half from June 1, 1875, and residue from Jan. 24, 1876.	39
r. p. o., 50 by 10, 50 by 10, 50 by 10, 45 by 10, 41 by 10, f. f., s. l.	13½*	216 00	254 90	73,315 00	88,424 00	July 1, 1876	72.40 miles formerly at \$279. Under act of July 12, 1876.	40

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-route^s

Orlet.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
41	Ky....	20008	20008	Bowling Green, Guthrie.	Louisville and Nashville	Miles. 51	Pounds. 5, 410	24
42	Tenn...	19009	19009	Guthrie, Paris	do.....	82.5	5, 030	24
43	Tenn...	19010	19010	Milan, Paris	do	43.5	4, 969	25
44	Ohio ..	9002	.....	Pittsburgh, Chicago..	Pittsburgh, Fort Wayne and Chicago.	469.50	5, 755	25
45	Ky....	20004	20004	Cincinnati, Louisville	Louisville, Cincinnati, and Lexington.	110½	8, 362	27½
46	Ohio ..	9051	.....	Chicago, O., Chicago, Ill.	Baltimore and Ohio, (operating Baltimore, Pittsburgh and Chicago.)	271.53	2, 801	35
47	N. Y ..	1241	.....	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	143	2, 215	32, 28
48	N. Y ..	1241	.....	Elyria, Millbury.....	do.....	79.3	2, 215	32, 28
49	Ohio ..	9011	.....	Chicago, O., Newark.	Baltimore and Ohio, (leasees Sandusky, Mansfield and Newark.)	88	2, 321	30
50	Ill.....	23010	.....	Galesburgh, Quincy..	Chicago, Burlington and Quincy.	100	3, 172	25
51	Ohio ..	9002	21002	Pittsburgh, Chicago..	Pittsburgh, Fort Wayne and Chicago.	469½	4, 619	27
52	Mo....	28011	.....	Sedalia, Denison	Missouri, Kansas and Texas...	447	2, 809	22
53	Tenn...	19002	19002	Bristol, Chattanooga .	East Tennessee, Virginia and Georgia.	242.7	4, 023	20
54	Ohio ..	9018	21016	Gallon, Indianapolis .	Cleveland, Columbus, Cincinnati and Indianapolis.	204	3, 830	31
55	Ky....	20018	20018	Cincinnati Junction, Louisville and Nashville Junction.	Louisville, Cincinnati and Lexington.	4.13	4, 725	12
56	Mo....	28014	.....	Hannibal, Sedalia....	Missouri, Kansas and Texas...	142.88	2, 135	20
57	Ill.....	23028	.....	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis..	189	2, 223	30
58	N. Y ..	1222	.....	Troy, Saratoga Springs.	Delaware and Hudson Canal Company.	32.81	2, 816	30
59	Ohio ..	9030	21026	Cincinnati, Hamilton.	Cincinnati, Hamilton and Dayton.	26.53	3, 961	26
60	N. C... 13002	13002	13002	Weldon, Wilmington.	Wilmington and Weldon.....	163.07	3, 699	24
61	Ga	15003	15003	Atlanta, West Point	Atlanta and West Point	86.68	2, 404	22

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 45 by 9.5, f. f., s. l.; apt. in b. c. (no r. a.) 14.9, by 9.7, f. f., s. l.	13	210 00	186 00	10,710 00	9,486 00	July 1, 1876	Under act of July 12, 1876.	41
r. p. o., 45 by 9.5, f. f., s. l.; apt. in b. c. (no r. a.) 14.9, by 9.7, f. f., s. l.	13	210 00	183 00	17,325 00	15,097 50	July 1, 1876	Under act of July 12, 1876.	42
r. p. o., 45 by 9.5, f. f., s. l.	17½	209 10	175 00	9,095 85	7,612 50	July 1, 1876	Part; residue \$135, (74.) Under act of July 12, 1876.	43
24.3 by 8.1½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; s. l. residue, 434.50 miles.	22½	209 00	300 00	98,475 50	140,850 00	July 1, 1873	In Aug., 1875; additional "fast mail" from Sept. 12, 1875, 7 times per week, 35 miles, at \$219.	44
9.6 by 8, f. f., s. l., and b. c.	18	207 00	200 00	22,847 63	22,075 00	July 1, 1876	Under act of July 12, 1876.	45
r. p. o., 50 by 8, f. f., s. l.; r. a. apt., 20 by 8, f. f., s. l.	14	203 00	.....	.....	.....	Feb. 16, 1875	New. In June, 1875.	46
r. p. o., 38 by 9, 1 l., 36 by 9, 1 l.	17½	199 25	485 00	28,492 75	69,355 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Average speed, 32 miles fast mail, 28 miles residue. Part; residue \$1,001, \$989.75, \$817.50, \$197.37½, (2, 3, 7, 48.)	47
r. p. o., 38 by 9, (average) 1 l., 45 by 9, (average) ½ l.; 18 by 9, ½ l.	17½	197 37½	485 00	15,651 84	38,460 50	Sept. 16, 1875	60 days, from Dec. 1, 1875. Average speed, 32 miles fast mail, 28 miles residue. Part; residue \$1,001, \$989.75, \$817.50, \$199.25, (2, 3, 7, 47.)	48
r. p. o., 50 by 8, f. f., s. l.	20	195 00	152 00	17,160 00	13,376 00	Feb. 16, 1875	In June, 1875. Part; residue \$93, (114.)	49
r. p. o., 44.11 by 9.6, f. f. c. and m. c., s. l.	12	194 00	190 00	19,400 00	19,000 00	July 1, 1875	Ordered July, 1876 ..	50
24.3 by 11½, 21 by 8.9, f. f., d. l. to Homewood, 35 m.; s. l. residue.	29½	193 00	209 00	90,613 50	98,125 50	Dec. 1, 1875	60 days, from Dec. 1, 1875. 35 miles formerly at \$219.	51
r. p. o., (say,) 51.2 by 9.10, f. f., s. l.	7	190 00	223 00	84,930 00	99,681 00	July 1, 1875	In July, 1875. r. p. o. "over all," 57.7. See Oct. 73 returns.	52
r. p. o., 39.7 by 8.9½, f. f. c., s. l.	14	189 70	244 00	46,040 19	59,218 80	July 1, 1876	Main route; branch \$135, (78.) Under act of July 12, 1876.	53
r. p. o., 39.2 by 9.2, f. f. c., s. l.	15½	187 00	185 00	38,148 00	37,740 00	July 1, 1876	Under act of July 12, 1876.	54
In charge of conductor.	12	182 00	.....	.....	.....	July 1, 1874	New; ordered Sept., 1876.	55
r. p. o., (say,) 51.2 by 9.10, f. f., s. l.	7	180 00	215 00	25,718 40	30,719 20	July 1, 1875	In July, 1875. r. p. o., "over all," 57.7. See Oct., 1873, returns.	56
r. p. o., 40 by 9.8, f. f. c., s. l.	18	178 00	185 00	33,642 00	34,965 00	July 1, 1875	In April, 1875	57
21.9 by 7, f. f., s. l.	21½	163 00	150 00	5,348 03	4,921 50	July 1, 1873	60 days, in May and August, 1875. Ordered Nov., 1875.	58
19 by 7.3, 8 by 6.8, *f. f., d. l.	59½	162 00	187 50	4,297 86	4,974 37	July 1, 1876	Part; residue \$135, (75.) Under act of July 12, 1876.	59
21.8 by 8.7, f. f., s. l.	13	160 20	172 00	26,123 81	28,036 00	July 1, 1876	Main route; branch \$45.07 m. increase. Under act of July 12, 1876.	60
17 by 8.3, f. f., s. l.	14	156 00	125 00	13,522 08	10,786 25	Jan. 1, 1876	In Jan., 1876. .39 m. increase.	61

F. Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
62	N. Y.	1221	.....	Eagle Bridge, Rutland	Delaware and Hudson Canal Company.	62½	2,233	30
63	Ala.	17001	17001	Montgomery, West Point	Western, of Alabama	88.5	2,204	23
64	N. Y.	1224	.....	Albany, Canada Line.	Delaware and Hudson Canal Company.	189.93	2,123	30
65	Miss.	18001	18001	Canton, Cairo	New Orleans, Saint Louis and Chicago.	342.98	2,819	20
66	Pa.	2429	.....	New Castle, Homewood.	Pittsburgh, Fort Wayne and Chicago.	15	2,140	23
67	S. C.	14002	14002	Florence, Wilmington	Wilmington, Columbia and Augusta.	109.70	3,106	25
68	Ga.	6001	15004	Augusta, Atlanta	Georgia	171.62	1,943	25
69	N. J.	2101	7001	New York, Easton...	Central, of New Jersey	74	2,613	27
70	Ga.	15004	15004	Augusta, Atlanta	Georgia	171.62	1,855	25
71	N. Y.	1211	.....	Albany, Troy	New York Central and Hudson River.	6	1,801	30
72	Ohio.	9007	31006	Cleveland, Wellsville.	Cleveland and Pittsburgh	102.36	2,696	30
73	Tenn.	19004	19004	Nashville, Chattanooga.	Nashville and Chattanooga....	153	2,534	25
74	Tenn.	19010	19010	Memphis, Milan	Louisville and Nashville	89	2,416	25
75	Ohio.	9030	31026	Hamilton, Dayton....	Cincinnati, Hamilton and Dayton.	33.92	2,391	26
76	S. C.	14005	14005	Charleston, Florence.	Northeastern	103	2,366	19½
77	Ala.	17013	17013	Mobile, New Orleans.	New Orleans, Mobile and Texas	140	2,148	26
78	Tenn.	19002	19002	Cleveland, Dalton....	East Tennessee, Virginia and Georgia.	28.5	2,017	20
79	N. Y.	1208	.....	Buffalo, Hornellsville	Erie	91	1,670	30
80	N. Y.	1220	.....	Saratoga Springs, Castleton.	Delaware and Hudson Canal Company.	54	1,644	30
81	N. J.	2106	7013	New York, Washington.	Morris and Essex	73	1,636	25
82	Pa.	2445	.....	Miles Grove, New Castle.	Erie and Pittsburgh	83	1,606	20
83	Ind.	23007	23007	New Albany, Indianapolis.	Jeffersonville, Madison and Indianapolis.	114	1,948	27
84	Tex.	8503	31003	Houston, Denison City.	Houston and Texas Central....	337.55	2,089	20
85	N. Y.	1255	.....	Canandaigua, Elmira,	Northern Central	68.5	1,332	23
86	Ga.	6008	15009	Savannah, Live Oak..	Atlantic and Gulf	180.47	1,519	19

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
21.9 by 7, f. f., s. l., to Castleton, 51 miles; d. l. residue, 11½ miles.	20½*	153 00	150 00	9, 677 50	9, 375 00	July 1, 1873	60 days, in May and August, 1875. 11½ miles at \$163. Ordered Nov., 1875.	62
18 by 8.6, f. f., s. l.	14	153 00	105 00	13, 540 50	9, 292 50	Jan. 1, 1876	In January, 1876	63
21.6 by 6.9, f. f., s. l.	17½*	152 00	107 00	22, 869 36	12, 038 51	Feb. 1, 1876	Main route; br'chs \$100, \$75, (106, 142, 12 m. increase.	64
r. p. o., (average.)	7	150 70	180 00	51, 687 08	61, 736 40	July 1, 1876	Under act of July 12, 1876.	65
34.9 by 9.7, f. f., s. l.	12	150 00	100 00	9, 250 00	1, 500 00	Oct. 12, 1874	In August, 1875; ordered Oct. 1875.	66
12 by 9, f. f., s. l.	13	148 50	155 00	16, 290 45	17, 003 50	July 1, 1876	Part; residue \$81, (130.) Under act of July 12, 1876.	67
22.7 by 8.9, f. f., s. l.	13	147 00	125 00	25, 228 14	21, 457 50	July 1, 1875	In October, 1875; .04 m. decrease. Under contract to June 30, 1875; ordered December, 1875.	68
24.6 by 8.6, f. f., s. l.	13	144 00	300 00	10, 656 00	22, 200 00	July 1, 1876	Under act of July 12, 1876.	69
14 by 7, d. l.	49*	142 80	147 00	24, 507 33	25, 228 14	July 1, 1876	Under act of July 12, 1876.	70
r. p. o., 25.4 by 8.8, f. f., s. l.	27	140 00	597 00	840 00	3, 582 00	Sept. 16, 1875	60 days, from Dec. 1, 1875. Part; residue \$985, (4.)	71
13 by 9, f. f., s. l. . .	15½*	139 50	152 00	14, 279 22	15, 558 72	July 1, 1876	Under act of July 12, 1876.	72
12.6 by 8.8, f. f., s. l.	15½*	135 00	145 00	20, 655 00	24, 525 00	July 1, 1876	39 miles formerly at \$205. Under act of July 12, 1876.	73
15 by 8, f. f., s. l. . .	20	135 00	145 00	12, 015 00	12, 905 00	July 1, 1876	Part; residue \$209.10, (43.) Under act of July 12, 1876.	74
19 by 7.3, 8 by 6.8, f. f., s. l.	27*	135 00	150 00	4, 579 20	5, 088 00	July 1, 1876	Part; residue \$162, (59.) Under act of July 12, 1876.	75
12 by 9, f. f., s. l. . .	13	135 00	116 00	13, 905 00	11, 948 00	July 1, 1876	Under act of July 12, 1876.	76
17.6 by 7.3, f. f., s. l.	14	135 00	130 00	18, 900 00	18, 200 00	July 1, 1876	Under act of July 12, 1876.	77
22 by 8.4, f. f., s. l. .	14	135 00	100 00	3, 847 50	2, 850 00	July 1, 1876	Branch; main route \$189.70, (53.) Under act of July 12, 1876.	78
14 by 9.2, 12.6 by 9.10, f. f., s. l.	22½*	133 00	362 50	12, 103 00	32, 987 50	Sept. 16, 1875	60 days, from Dec. 1, 1875.	79
21.9 by 7, f. f., s. l. .	16½*	132 00	150 00	7, 128 00	8, 100 00	July 1, 1873	60 days, in May and Aug., 1875. Ordered Nov., 1875.	80
12 by 7.3, (63 miles,) 11.7 by 7.7, (73 miles,) 19.9 by 7.6, (29 miles,) f. f., d. l. to Dover, 44 miles; t. l. thence to Hacketts-town, 19 miles; d. l. residue, 10 miles.	13½*	131 00	100 00	9, 753 00	6, 800 00	July 1, 1873	In July, 1874. Reported Nov., 1875. 10 m., formerly at \$50. 19 m. now at \$141. Part; residue \$60, (192.)	81
12 by 9, f. f., s. l. . .	12	130 00	80 00	10, 790 00	6, 640 00	Oct. 12, 1874	In Aug., 1875. Ordered Oct., 1875.	82
13 by 7, f. f., s. l. . .	19	126 00	134 00	14, 364 00	15, 276 00	July 1, 1876	Under act of July 12, 1876.	83
14 by 7.3, f. f., s. l.	6	125 00	153 00	42, 193 75	52, 645 15	July 1, 1875	In March, 1875	84
15 by 8.4, (average,) 14.1	18½*	121 00	150 00	8, 288 50	10, 275 00	July 1, 1873	In Nov., 1875. Ordered Feb., 1876.	85
16.8 by 9.3, f. f., s. l.	7	120 00	100 00	21, 656 40	18, 075 00	July 1, 1873	60 days, in Jan. and Oct., 1875. Ordered Dec., 1875. 28 m. decrease. Main route; branch \$58, (196.)	86

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
87	N. C. . .	13004	13004	Greenboro', Charlotte	Richmond and Danville	93	2, 433	21½
88	Ga. . . .	15009	15009	Savannah, Live Oak . .	Atlantic and Gulf	179. 90	1, 701	20
89	S. C. . .	14004	14004	Charleston, Savannah	Savannah and Charleston	107. 63	1, 800	17
90	Ohio . .	9003	21003	Rochester, Bellaire . . .	Cleveland and Pittsburgh	68. 75	1, 717	30
91	Ohio . .	9003	21003	Pittsburgh, Rochester	.....do.....	25. 75	1, 717	30
92	Tenn. . .	19006	19006	Nashville, Columbia . .	Louisville and Nashville	47	1, 670	24
93	Ind. . . .	22018	22019	Jeffersonville, North Vernon.	Ohio and Mississippi	53. 50	1, 661	24½
94	S. C. . .	5607	14005	Charleston, Florence . .	Northeastern	103	1, 326	19
95	Ohio . .	9027	21023	Dayton, Toledo	Dayton and Michigan	142. 96	1, 743	23
96	Ala. . . .	17012	17012	Mobile, Montgomery . .	Mobile and Montgomery	179	2, 598	24
97	N. J. . .	2122	7028	New York, Denville . . .	Delaware, Lackawanna and Western.	35. 93	1, 058	26½
98	Ga. . . .	6011	15012	Macon, Atlanta	Macon and Western	103. 52	1, 235	20
99	N. Y. . .	1224	.....	Albany, Albany Junction.	Delaware and Hudson Canal Company.	12	1, 148	30
100	Ky	20002	20002	Covington, Lexington	Kentucky Central	99	1, 426	22
101	N. C. . .	13007	13007	Charlotte, Augusta . .	Charlotte, Columbia and Augusta.	195. 75	1, 363	20
102	Mich. . .	24035	.....	Trenton Crossing, Detroit.	Toledo, Canada Southern and Detroit.	17. 30	859	28
103	N. Y. . .	1245	.....	Albany, Binghamton . .	Delaware and Hudson Canal Company.	142	1, 032	30
104	Tenn. . .	19006	19006	Columbia, Decatur . . .	Louisville and Nashville	75½	1, 670	24
105	Pa. . . .	2429	.....	Newcastle, Homewood.	Pittsburgh, Fort Wayne and Chicago.	15	2, 140	23
106	N. Y. . .	1224	.....	Whitehall, Castleton . .	Delaware and Hudson Canal Company.	16	1, 255	30
107	Mo	28030	.....	Saint Joseph, Atchison.	Hannibal and Saint Joseph	22. 08	1, 115	20
108	Ala . . .	17005	17005	Memphis, Stevenson	Memphis and Charleston	271. 5	1, 207	23
109	Ill	11913	23036	Aurora, Forreston . . .	Chicago and Iowa	81. 64	972	21
110	Iowa . .	27011	.....	Viele Junction, Burlington.	Chicago, Burlington and Quincy	25. 75	738	21
111	Ind . . .	22012	22012	Evansville, Terre Haute.	Evansville and Crawfordsville	110	1, 188	28
112	Ohio . .	9001	21001	Newark, Columbus . .	Central Ohio	33	1, 061	25

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
18 by 9, f. f., s. l. . .	7	118 80	164 00	11, 048 40	15, 252 00	July 1, 1876	Part; residue \$67.50, (161.) Under act of July 12, 1876.	87
16.8 by 9.3, f. f., s. l.	13	118 80	120 00	21, 288 96	21, 656 40	July 1, 1876	Main route; branch \$45, (295.) 1.27 m. decrease. Under act of July 12, 1876.	88
9 by 9, f. f., s. l. . . .	13	117 00	111 00	12, 592 71	11, 544 00	July 1, 1876	3.63 m. increase. Under act of July 12, 1876.	89
13 by 9, f. f., s. l. . .	18	117 00	100 00	8, 043 75	6, 875 00	July 1, 1876	Part; residue, (extension,) \$117, (91.) Under act of July 12, 1876.	90
13 by 9, f. f., s. l. . .	18	117 00	.....	.....	.....	July 1, 1876	New, (extension;) residue \$117, (90.) Under act of July 12, 1876.	91
14.9 by 9, f. f.	14	117 00	88 00	5, 499 00	4, 136 00	July 1, 1876	Part; residue \$100.80, (104.) Under act of July 12, 1876.	92
13 by 8.7, f. f., s. l.	13	117 00	175 00	6, 259 50	9, 362 50	July 1, 1876	Under act of July 12, 1876.	93
11 by 8.4, f. f., s. l.	13	116 00	125 00	11, 948 00	13, 000 00	July 1, 1875	In Oct., 1875. 1 mile decrease. Under contract to June 30, 1875. Ordered Nov., 1875.	94
8 by 6.8, 9 by 7.3, f. f., s. l.	16½*	115 20	150 00	16, 469 00	21, 444 00	July 1, 1876	Under act of July 12, 1876.	95
18 by 9, f. f., s. l. . .	14	113 04	150 00	20, 234 16	26, 850 00	July 1, 1876	Under act of July 12, 1876.	96
6.8 by 6.8, 6.6 by 5.3, 19.9 by 7.6, f. f., t. l.	18	112 00	50 00	4, 024 16	1, 796 50	July 1, 1873	In July, 1874. Reported Nov., 1875.	97
11.7 by 6.7, f. f., s. l.	13	110 00	100 00	11, 387 20	10, 352 00	July 1, 1875	In Nov., 1875. Ordered Feb., 1876.	98
No r. a.	18	107 00	85 73	1, 284 00	1, 028 76	July 1, 1873	60 days, in May and Aug., 1875. Ordered Nov., 1875.	99
12 by 6.6, fixtures, s. l.	12	106 20	109 00	10, 513 80	10, 791 00	July 1, 1876	Part; residue \$61.20, (185.) Under act of July 12, 1876.	100
19 by 8, fixtures, s. l.	10½*	103 50	125 00	20, 260 13	24, 625 00	July 1, 1876	1.25 miles decrease. Under act of July 12, 1876.	101
16 by 9.3, 10.9 by 9.3, f. f., d. l.	19	102 00	86 00	1, 764 60	1, 487 80	July 1, 1875	Part; residue \$92, (115.)	102
17.4 by 9.10, f. f., s. l.	16½*	101 00	100 00	14, 342 00	14, 200 00	Oct. 1, 1875	60 days, in May and Aug., 1875.	103
14.9 by 9, f. f.	7	100 80	88 00	7, 593 60	6, 629 34	July 1, 1876	Part; residue \$117, (92.) Under act of July 12, 1876.	104
12 by 9, f. f., s. l. . .	6	100 00	50 00	1, 500 00	750 00	July 1, 1873	In Aug., 1875. Ordered Oct., 1875.	105
r. a. in b. c., s. l. . .	6	100 00	132 00	1, 600 00	2, 112 00	Feb. 1, 1876	Branch; main route \$152, (64.)	106
13 by 7, f. f., s. l. . .	13	100 00	.....	.....	.....	Dec. 20, 1875	New. In May and June, 1876.	107
24 by 9, f. f., s. l. . .	14	99 00	160 00	26, 878 50	43, 440 00	July 1, 1876	Main route; branch \$45, (306.) Under act of July 12, 1876.	108
38 by 21, f. f. c., s. l.	12	98 00	40 00	8, 000 72	3, 265 60	July 1, 1873	60 days, in March, 1875, and January, 1876. Ordered April, 1876.	109
15.3 by 8.9, f. f., s. l. Lap, 12.6 by 7.7, fixtures, s. l.	12	96 00	80 00	2, 472 00	2, 060 00	July 1, 1875	Part; residue \$78, (134.) Lap 6 trips.	110
12.6 by 8, f. f., s. l.	12	95 40	100 00	10, 494 00	11, 000 00	July 1, 1876	Under act of July 12, 1876.	111
In b. c.; no r. a. . .	20	95 00	267 00	3, 135 00	8, 811 00	Dec. 1, 1875	60 days, from Dec. 1, 1875. Part; residue \$249, (28.)	112

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
113	Ohio ..	9006	21005	Cleveland, Leavittsburg.	Atlantic and Great Western ..	49.75	1,108	25
114	Ohio ..	9011	.....	Sandusky, Chicago, O.	Baltimore & Ohio, (lessees Sandusky, Mansfield & Newark.)	28	880	30
115	Mich.	24035	.....	Toledo, Trenton Crossing.	Toledo, Canada Southern and Detroit.	39.07	859	28
116	Ohio ..	9015	21013	Columbus, Delaware.	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	1,453	30
117	Tex ..	8505	31004	Hempstead, Austin ..	Houston and Texas Central ...	118.7	1,094	20
118	N. J ..	2103	.....	Frankford Junction, Kensington Station.	Pennsylvania.....	2.95	964	27½
119	Me ...	244	.....	Bangor, Bucksport...	Consolidated European and North American.	19.35	582	22
120	Ohio ..	9038	21034	Salamanca, Dayton ..	Atlantic and Great Western ..	389.55	969	27
121	Wis ..	25014	.....	Elroy, Saint Paul	West Wisconsin.....	198.4	768	23
122	Ohio ..	9013	21012	Springfield, Sandusky	Cincinnati, Sandusky and Cleveland.	131.35	751	30
123	Ga....	15012	15012	Macon, Atlanta	Central Railroad and Banking Company.	103.52	957	20
124	Ark ..	29005	.....	Argenta, Altus	Little Rock and Fort Smith ...	120	899	12
125	Ill ...	23032	.....	Saint Louis, Evansville.	Saint Louis and Southeastern ..	164.75	694	23
126	Ohio ..	9020	21018	Portsmouth, Reed's Mills.	Marietta and Cincinnati.....	56	847	25
127	Miss ..	7004	18004	Mobile, Columbus ...	Mobile and Ohio.....	472.7	659	24
128	Ga....	15001	15001	Atlanta, Charlotte. ..	Atlanta and Richmond Air Line.	266.50	1,045	24
129	Ohio ..	9029	21025	Hamilton, Richmond.	Cincinnati, Richmond and Chicago.	45.1	887	25
130	S. C. ..	14002	14002	Columbia, Florence ..	Wilmington, Columbia and Augusta.	82.08	869	25
131	Nev ..	16419	45001	Reno, Virginia City ..	Virginia and Truckee.....	51.75	786	16
132	Fla ...	16002	16002	Jacksonville, Chattahoochee River.	Jacksonville, Pensacola and Mobile.	213.52	616	18
133	Ky ...	20003	20003	La Grange, Lexington.	Louisville, Cincinnati and Lexington.	67	822	20
134	Iowa ..	27011	.....	Keokuk, Vile Junction.	Chicago, Burlington & Quincy.	17	574	21
135	Tenn ..	19007	19007	Nashville, Hickman ..	Nashville and Chattanooga....	170.82	733	20
136	N. J ..	2111	7019	Glassborough, Millville.	West Jersey	22	724	21
137	Kans ..	33013	.....	Topeka, Kansas City.	Atchison, Topeka and Santa Fé.	49.84	708	22
138	Tex....	8577a	31005	Bremond, Waco.....	Houston and Texas Central ...	44.56	634	20
139	Cal ...	46011	.....	San Francisco, Lakeville.	San Francisco and North Pacific.	34	632	25

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14.4 by 7.10, f. f., s. l.	24	94 50	100 00	4,701 38	4,975 00	July 1, 1876	Part; residue \$61.20, (186.) Under act of July 12, 1876.	113
16.6 by 6.8, f. f., s. l.	18	93 00	152 00	2,604 00	4,256 00	Feb. 16, 1875	In June, 1875. Part; residue \$195, (49.)	114
16.9 by 9.3, 10.9 by 9.3, f. f., s. l.	13	92 00	86 00	3,594 44	3,360 00	July 1, 1875	Part; residue \$102, (102.) Ordered October, 1875.	115
11 by 9.2, f. f., s. l.	6	90 00	120 00	2,227 50	2,970 00	July 1, 1876	Under act of July 12, 1876.	116
14 by 7.3, f. f., s. l.	6	90 00	100 00	10,683 00	11,870 00	July 1, 1875	In March, 1875. Ordered April, 1876.	117
13 by 6.2½, s. l.	18	90 00	88 00	265 50	259 60	Sept. 16, 1875	60 days, from Dec. 1, 1875. Branch; main route \$915, (5.)	118
9.6 by 7.6, f. f., d. l.	12	89 00	.....	.....	.....	Feb. 1, 1875	New. In Sept., 1875. Ordered Oct., 1875.	119
14.4 by 7.10, f. f., s. l.	16*	88 20	90 00	34,358 31	35,059 50	July 1, 1876	Under act of July 12, 1876.	120
40 by 9, f. f., s. l.	6	88 00	100 00	17,459 20	19,840 00	July 1, 1875	In Sept., 1875. Main route; branch \$30. Ordered Dec., 1875.	121
13.6 by 9, f. f., s. l., and m. c.	13	87 50	100 00	11,493 12	13,135 00	Jan. 1, 1875	In April, 1875. Ordered Feb., 1876.	122
17.7 by 6.7, f. f., s. l.	13	87 30	110 00	9,037 30	11,387 20	July 1, 1876	Under act of July 12, 1876. 39 days, 9 from March 15 and 30 from May 15, 1876.	123
11 by 6, f. f., s. l.	6	85 00	.....	.....	.....	Oct. 1, 1875	In Jan., 1876. New. Ordered Apr., 1876.	124
12 by 6.6, f. f., s. l.	12	84 00	110 00	13,639 00	18,122 50	July 1, 1875	Main route; branch 45, (308.) In Mar., 1875; reported October, 1875.	125
14.6 by 9.6, f. f., s. l.	12	82 80	158 00	4,636 80	8,848 00	July 1, 1876	Under act of July 12, 1876.	126
22 by 9, f. f., s. l.	7	82 00	125 00	38,761 40	59,087 50	July 1, 1873	In Oct., 1875. Main route; branch \$50, (249.) Ordered Nov., 1875.	127
19.11 by 8.11½, f. f., s. l.	7	81 00	100 00	21,596 50	26,650 00	July 1, 1876	Under act of July 12, 1876.	128
12 by 9, f. f., s. l.	12	81 00	118 00	3,653 10	5,321 80	July 1, 1876	Under act of July 12, 1876.	129
22.7 by 8.9, f. f., s. l.	7	81 00	100 00	6,648 48	8,208 00	July 1, 1876	Part; residue \$148.50, (67.) Under act of July 12, 1876.	130
13.10 by 8, s. l.	7	80 00	72 29	4,140 00	3,741 00	July 1, 1874	In March, 1876. Ordered May, 1876.	131
16 by 8, (62 miles,) 10 by 7, (131.75 miles,) f. f., s. l.	11½*	80 00	90 00	17,081 60	19,396 80	July 1, 1875	60 days, half from Nov. 15, 1875, and residue from January 1, 1876. Main route; branch \$20, (345.) 2 miles decrease.	132
8.6 by 6.1, f. f., s. l.	12	78 30	92 00	5,246 10	6,164 00	July 1, 1876	Under act of July 12, 1876.	133
15.3 by 8.9, f. f., s. l.	12	78 00	80 00	1,326 00	1,360 00	July 1, 1875	Part; residue lap, (110.)	134
12.6 by 8.8, f. f., s. l.	12½*	77 40	78 00	13,221 47	13,323 96	July 1, 1876	Under act of July 12, 1876.	135
13 by 8.3, f. f., s. l.	12	76 50	100 00	1,683 00	2,200 00	July 1, 1876	In March, 1876. Under act July 12, 1876.	136
13 by 8.6, (average,) f. f., s. l.	7	75 00	.....	.....	.....	Jan. 1, 1875	In Jan., 1876. New; ordered April, 1876.	137
14 by 7.3, f. f., s. l.	6	75 00	.....	.....	.....	July 1, 1875	In Mar., 1875. New; ordered Mar., 1876.	138
12 by 9, s. l.	7	75 00	.....	.....	.....	July 1, 1874	New; in June, 1876. Ordered Sept., 1876. Part; residue \$75, (140.)	139

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
140	Cal ...	46011	.....	Lakeville, Cloverdale.	San Francisco and North Pacific.	56	632	25
141	Kans.	33009	.....	Atchison, Lincoln....	Atchison and Nebraska.....	152.28	558	23
142	N. Y. .	1224	.....	Troy, Albany Junction.	Delaware and Hudson Canal Co.	6	547	30
143	Ala ...	6610	17010	Selma, Dalton.....	Selma, Rome and Dalton.....	237.5	545	20
144	N. Y. .	1288	.....	Carthage, Theresa Junction.	Utica and Black River	20.50	529	20
145	Ohio ..	9011	21010	Sandusky, Chicago, O.	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	28	513	30
146	Ind. ...	22004	22004	Indianapolis, Peru ...	Indianapolis, Peru and Chicago.	78	699	21
147	Ind. ...	22009	22009	Richmond, Chicago ..	Pittsburgh, Cincinnati and Saint Louis.	225.5	661	25
148	N. Y. .	1804	.....	Saratoga Springs, North Creek.	Adirondack	57.96	578	20
149	Tenn ..	19008	19008	Nashville, Guthrie...	Saint Louis and Southeastern .	48	589	23
150	Utah ..	41003	.....	Ogden, Franklin	Utah Northern.....	79.94	645	14
151	Ill ...	23005	.....	Sterling, East Saint Louis.	Saint Louis, Rock Island and Chicago.	291.36	450	22
152	Vt.	528	.....	Wells River, Montpelier.	Montpelier and Wells River...	38.62	443	21
153	N. Y. .	1234	.....	Hicksville, Port Jefferson.	Long Island.....	36.50	320	23
154	Ky ...	20007	20007	Lebanon Junction, Richmond Junction.	Louisville and Nashville	76.4	742	20
155	Ga.	15010	15010	Savannah, Macon	Central Railroad and Banking Co.	192½	597	20
156	S. C. ...	14003	14003	Branchville, Charleston.	South Carolina.....	62.25	563	18
157	Mich ..	24008	.....	Jackson, Fort Wayne.	Fort Wayne, Jackson and Saginaw.	96.82	436	20
158	N. J. ...	2258	7003	Elizabethport, Sea Plain.	Central, of New Jersey.....	47.9	422	27
159	Ind. ...	22013	22014	State Line, Logansport.	Pittsburgh, Cincinnati and Saint Louis.	61	710	22
160	Ky ...	20011	20011	Louisville, Elizabethtown, Paducah.	Louisville, Paducah and Southwestern.	232.19	641	20
161	N. C. ...	13004	13004	Goldsbrough, Greensborough.	Richmond and Danville	130.35	524	21
162	Ga.	15005	15005	Millen, Augusta	Central Railroad and Banking Co.	53½	518	15

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 9, a. l.	7	75 00	50 00	4,200 00	2,800 00	July 1, 1874	In June, 1876. Part; residue new, \$75. (139.) Ordered Sept., 1876.	140
18.9 by 8.10, 12 by 7, f. f. c., a. l.	6	75 00	60 00	11,421 00	9,136 80	June 1, 1876	In June, 1876. Ordered Aug., 1876.	141
No r. a.	24	75 00	150 00	450 00	900 00	Feb. 1, 1876	Branch; main route \$152. (64.)	142
14 by 7.6, f. f., a. l.	7	75 00	100 00	17,812 50	23,750 00	July 1, 1875	In Oct., 1875. Under contract to June 30, 1875. Ordered Jan., 1876.	143
9 by 9, f. f., a. l.	12	75 00	.....	.....	.....	Mar. 15, 1875	Part; residue \$50. (362); branch \$57. (205.) In Mar., 1876. New; ordered May, 1876.	144
16.6 by 6.8, f. f., a. l.	18*	75 00	152 00	2,100 00	4,256 00	Dec. 10, 1875	60 days from Dec. 15, 1875. Part; residue \$245. (30.)	145
12 by 7.1, f. f., a. l.	20½*	73 80	100 00	6,356 40	8,400 00	July 1, 1876	\$600 for side service. Under act of July 12, 1876.	146
11 by 8.9, f. f., a. l.	13	73 80	75 00	16,641 90	16,912 50	July 1, 1876	Under act of July 12, 1876.	147
13.6 by 5.10, f. f., a. l.	6	72 00	.....	.....	.....	July 15, 1875	New; ordered July, 1876.	148
11.6 by 7.6, f. f., a. l.	13	71 10	112 00	3,412 80	5,376 00	July 1, 1876	Under act of July 12, 1876. To be consolidated with Ill. route 23032.	149
Freight-car, 24 by 8, f. f., a. l.	7	70 00	50 00	5,595 80	4,025 00	Aug. 2, 1875	In Aug., 1875. m. decrease.	150
12 by 9.4, f. f., a. l.	13½*	70 00	64 00	20,395 20	18,647 04	Mar. 15, 1876	In Mar., 1876	151
12 by 6.10, f. f., a. l.	6	70 00	45 00	2,703 40	1,737 90	Jan. 1, 1876	In Jan., 1876	152
13 by 8, f. f., d. l. to Northport, 16½ m.; a. l. residue, 20 m.	12	70 00	.....	.....	.....	Aug. 1, 1875	In Oct., 1875. 20 miles at \$60. New; ordered Mar., 1876.	153
14 by 7.4, f. f., a. l.	6	69 30	54 00	5,294 52	4,125 60	July 1, 1876	Main route, part; residue \$40.50. (318); branch \$54.90. (214.) Under act of July 12, 1876.	154
8.2 by 7, f. f., a. l.	14	69 30	80 00	13,314 25	15,370 00	July 1, 1876	38 days, 8 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	155
10 by 8, f. f., a. l.	20	68 40	80 00	4,257 90	5,080 00	July 1, 1876	Branch; main route \$63. (177.) 1.25 miles decrease. Under act of July 12, 1876.	156
10.6 by 9, f. f., a. l.	10½*	68 00	51 00	6,583 76	4,937 82	Apr. 18, 1876	In Mar., 1876	157
12 by 7, fixtures, a. l.	12	68 00	.....	.....	.....	Nov. 15, 1875	New	158
18.4 by 8.7, f. f., a. l.	6	67 50	75 00	4,117 50	4,575 00	July 1, 1876	Under act of July 12, 1876.	159
10.3 by 8, (average), a. l.	6	67 50	64 00	15,672 83	14,860 16	July 1, 1876	Under act of July 12, 1876.	160
19 by 8, f. f., a. l.	7	67 50	75 00	8,798 62	9,776 25	July 1, 1876	Part; residue \$118.80. (87.) Under act of July 12, 1876.	161
8.2 by 7, f. f., a. l.	14	67 50	79 00	3,585 94	4,196 87	July 1, 1876	40 days, 10 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	162

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
163	Ohio ..	9045	21041	Lorain, Uhrichsville ..	Cleveland, Tuscarawas Valley and Wheeling, (late Lake Shore and Tuscarawas Valley.)	102.45	518	25
164	Ga.	15011	15011	Macon, Columbus	Southwestern	100.94	517	20
165	Ky ...	20010	20010	Evansville, Guthrie ..	Saint Louis and Southeastern ..	110.66	511	23
166	Md ...	3507	10006	Baltimore, Williamsport.	Western Maryland	91.62	509	25
167	Ind ...	22008	22008	New Albany, Michigan City.	Louisville, New Albany and Chicago.	288	506	20
168	Ohio ..	9047	21043	Mansfield, Toledo	Pennsylvania	88.10	492	22
169	Miss..	18002	18002	Memphis, Grenada...	Mississippi and Tennessee	101.7	479	20
170	Ga.	6012	15013	Macon, Brunswick...	Macon and Brunswick	188	387	24
171	Miss..	7002	18002	Memphis, Grenada...	Mississippi and Tennessee	101.7	384	20
172	Miss..	18003	18003	Vicksburgh, Jackson.	Vicksburgh and Meridian	45.5	1,022	18
173	Ga.	15016	15016	Macon, Fort Valley ..	Southwestern	29.50	475	17½
174	Ga.	15016	15016	Fort Valley, Eufaula..	Southwestern	115.34	475	17½
175	Ohio ..	9053	21049	Marietta, Parkersburgh.	Marietta and Cincinnati	15.87	466	25
176	Ga.	6006	15007	Union Point, Athens	Georgia	39.92	375	25
177	S. C. ...	14003	14003	Kingsville, Augusta...	South Carolina	118	464	17
178	S. C. ...	14003	14003	Kingsville, Columbia.	.....do	25.7	451	18
179	N. Y. ..	1290	.....	Buffalo, Jamestown ..	Buffalo and Jamestown	71.09	365	25
180	Utah..	41002	.....	Salt Lake City, Provo City.	Utah Southern	49	361	15

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14.7 by 9, f. f., s. l.	6½*	67 50	50 00	6, 915 38	5, 122 50	July 1, 1876	Under act of July 12, 1876.	163
12.8 by 6.3, f. f., s. l.	6	67 50	100 00	6, 813 45	10, 094 00	July 1, 1876	45 days, 15 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	164
11.6 by 7.6, f. f., s. l.	13	67 50	108 00	7, 469 55	11, 951 28	July 1, 1876	To be consolidated with Ill. route 23032. Under act of July 12, 1876.	165
10.6 by 8, f. f., s. l.	12	67 50	75 00	6, 184 35	6, 657 30	July 1, 1876	In March, 1876. 6.12 miles formerly at \$40. Under act of July 12, 1876.	166
11 by 7, f. f., s. l. . .	7*	67 50	50 00	19, 440 00	14, 400 00	July 1, 1876	About 15 pounds per day not weighed.	167
10 by 6.8, fixtures, s. l.	12	65 70	60 00	5, 788 17	5, 286 00	July 1, 1876	Under act of July 12, 1876.	168
13.2 by 6.10, f. f., s. l.	10*	65 70	65 00	6, 681 69	6, 610 50	July 1, 1876	Under act of July 12, 1876.	169
13.6 by 6.8, f. f., s. l.	7½*	65 00	50 00	12, 220 00	9, 400 00	July 1, 1875	In Oct., 1875. Main route; branch \$40, (322.) Under contract to June 30, 1875. Ordered Dec., 1875.	170
12.2½ by 6.10, f. f., s. l.	10*	65 00	80 00	6, 610 50	8, 136 00	July 1, 1875	In Oct., 1875. Under contract to June 30, 1875. Ordered Dec., 1875.	171
12 by 7.2, f. f., s. l.	7	64 80	100 00	2, 948 40	4, 550 00	July 1, 1876	Part; residue \$46.08, (285.) Under act of July 12, 1876.	172
12.8 by 6.3, f. f., s. l.	6	64 80	-----	-----	-----	July 1, 1876	Land-grant road. New; extension. 45 days, 15 from Mar. 15 and 30 from May 15, 1876. Main route; branches \$45, \$36, \$31.50. Under act of July 12, 1876.	173
12.8 by 6.3, f. f., s. l.	6	64 80	70 00	7, 474 03	8, 073 80	July 1, 1876	Main route, part; residue, \$64 80, (173); branches \$45, \$36, \$31.50. Under act of July 12, 1876. 45 days, 15 from Mar. 15 and 30 from May 15, 1876.	174
b. c.; nor. a.	26	64 80	50 00	1, 028 37	793 50	July 1, 1876	Under act of July 12, 1876.	175
24.6 by 8.6, f. f., s. l.	13	64 00	75 00	2, 794 88	3, 315 00	July 1, 1875	In Oct., 1875. 1.08 miles decrease. \$240 m. m. Under contract to June 30, 1875. Ordered Dec., 1875.	176
16 by 8, f. f., s. l. . .	13	63 00	70 00	7, 434 00	8, 260 00	July 1, 1876	Main route; branches \$68.40, \$63, \$40.50, (156, 178, 317.) 11.28 miles decrease. Under act of July 12, 1876.	177
10 by 8, f. f., s. l. . .	13	63 00	70 00	1, 619 10	2, 149 00	July 1, 1876	Branch; main route \$63, (177.) 5 miles decrease. Under act of July 12, 1876.	178
18 by 7, f. f., s. l. . .	6½	63 00	-----	-----	-----	Feb. 1, 1875	New; in March, 1876. rdered May, 1876.	179
15 by 8.9, f. f., s. l. .	7	63 00	-----	-----	-----	Oct. 1, 1874	In July, 1875. New; ordered Oct., 1875.	180

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds</i>	
181	Ohio ..	9035	21031	North Bend, Hagers-town.	White Water Valley	72.58	444	25
182	Ohio ..	9040	21036	Columbus, Athens ...	Columbus and Hocking Valley	77.40	438	22
183	N. Y. ...	1284	.....	Cayuga, Ithaca	Cayuga	38.05	354	25
184	Ga.	6016	15018	Thomasville, Albany	Atlantic and Gulf	60.79	347	17½
185	Ky	20002	20002	Lexington, Nicholasville.	Kentucky Central	13	423	22
186	Ohio ..	9006	21005	Leavittsburg, Sharpsville.	Atlantic and Great Western ..	34.65	417	25
187	Ga.	15013	15013	Macon, Brunswick ..	Macon and Brunswick	188	439	18
188	Ala.	17009	17009	Selma, York Station ..	Alabama Central	81.7	411	16½
189	Ala.	17009	17009	York Station, Meridian.	.....do	26.5	411	16½
190	Colo.	36005	.....	Kit Carson, West Las Animas.	Arkansas Valley	56	446	20
191	Cal	46017	.....	Los Angeles, Anaheim.	Southern Pacific	21.7	373	20
192	N. J. ...	2106	.....	Washington, Easton	Morris and Essex	14.40	331	25
193	Ill.	23038	.....	Peoria, Jacksonville..	Peoria, Pekin and Jacksonville	87.40	322	19
194	Ky	20016	20016	Maysville, Paris	Maysville and Lexington	50	416	19½
195	N. C.	13001	13001	Raleigh, Weldon	Raleigh and Gaston	97	403	20
196	Ind	22020	22021	Richmond, Fort Wayne.	Grand Rapids and Indiana	91.50	398	24
197	Va.	4415	11015	Portsmouth, Weldon.	Seaboard and Roanoke	79.26	312	30
198	Ga.	6008	15009	Dupont, Bainbridge..	Atlantic and Gulf	106.48	304	17½
199	S. C.	5602	14001	Columbia, Greenville..	Greenville and Columbia	144.01	304	15
200	R. I.	825	.....	Wickford Landing, Wickford Junction.	Newport and Wickford Railroad and Steamboat Comp'y.	3.40	301	30
201	Miss ..	18004	18004	Mobile, Columbus	Mobile and Ohio	472.7	752	19
202	Ohio ..	9028	21024	Hamilton, Indianapolis.	Cincinnati, Hamilton and Indianapolis.	99.49	372	24½

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 by 7.8, f. f., s. l. . .	6	62 10	62 50	4, 507 22	4, 536 25	July 1, 1876	Under act of July 12, 1876.	181
16 by 8.6, f. f., s. l. . .	12	62 10	87 50	4, 806 54	6, 772 50	July 1, 1876	Main route; branch \$40.50, (321.) Under act of July 12, 1876.	182
9.6 by 7.6, f. f., s. l. . .	9*	62 00	50 00	2, 359 10	1, 902 50	Nov. 1, 1875	In Nov., 1875.	183
12 by 6, f. f., s. l. . .	7	62 00	50 00	3, 768 98	2, 916 50	July 1, 1873	60 days, in Jan. and Oct., 1875. 2.46 miles increase.	184
12 by 6.6, fixtures, s. l. .	6	61 20	75 00	795 60	975 00	July 1, 1876	Part; residue \$106.20, (160.) Under act of July 12, 1876.	185
14.4 by 7.10, f. f., s. l. .	11*	61 20	50 00	2, 120 58	1, 732 50	July 1, 1876	Part; residue \$94.50, (113.) 3.04 miles formerly at \$68. Under act of July 12, 1876.	186
14 by 7, f. f., s. l. . .	6	60 30	65 00	11, 336 40	12, 220 00	July 1, 1876	Main route; branch \$36. Under act of July 12, 1876. 46 days, 16 from Mar. 15 and 30 from May 15, 1876. 7 trips part of the year.	187
124 by 72, 12 by 7, f. f., s. l. . .	7	60 30	56 00	4, 926 51	4, 575 20	July 1, 1876	Under act of July 12, 1876. 45 days, 15 from March 15 and 30 from May 15, 1876. Average speed.	188
12.4 by 7.2, 12 by 7, f. f., s. l. . .	7	60 30	.....	.....	.....	July 1, 1876	New; extension of old route. Under act of July 12, 1876. 45 days, 15 from Mar. 15 and 30 from May 15, 1876. Average speed.	189
in b. c.; no r. a.	7	60 00	.....	.....	.....	July 1, 1874	In Sept., 1875. New; ordered Jan., 1876.	190
no r. a.	7	60 00	.....	.....	.....	Nov. 16, 1875	In Aug., 1876. New; ordered Sept., 1876.	191
11.7 by 7.7, f. f., s. l. .	6	60 00	50 00	864 00	720 00	July 1, 1873	In July, 1874; reported Nov., 1875. Part; residue \$131, \$141, (81.) Ordered Dec., 1875.	192
13.4 by 8, f. f., s. l. . .	6½*	60 00	75 00	5, 244 00	6, 555 00	July 1, 1875	In March, 1875. Ordered Sept., 1876.	193
10 by 7.6, f. f., s. l. . .	6	59 40	59 00	2, 970 00	2, 950 00	July 1, 1876	Under act of July 12, 1876.	194
12 by 9, f. f., s. l. . .	6	59 40	75 00	5, 761 80	7, 275 00	July 1, 1876	.....do	195
14.6 by 6.10, fixtures, s. l. .	12	59 40	50 00	5, 435 10	4, 575 00	July 1, 1876	.....do	196
20.6 by 8.6, f. f. c. and m. c., s. l. .	6½*	59 00	75 00	4, 676 34	6, 000 00	July 1, 1875	In Oct., 1875. Under contract to June 30, 1875. .74 mile decrease.	197
12 by 8, 12 by 6, f. f., s. l. . .	7	58 00	50 00	6, 175 84	5, 275 00	July 1, 1873	60 days, in Jan. and Oct., 1875. Branch; main route \$120, (86.) .98 mile increase. Ordered Dec. 1875.	198
12 by 7, f. f., s. l. . .	6	58 00	75 00	8, 352 58	10, 762 50	July 1, 1875	In Oct., 1875. Ordered Nov., 1875. .51 mile increase. Main route; branches \$50, (262, 267.) Under contract to June 30, 1875.	199
No apt.; no r. a.	15½*	58 00	.....	.....	.....	Sept. 21, 1874	In Oct., 1875. New; ordered Dec., 1875.	200
21.6 by 8.6, f. f., s. l. .	7	57 60	82 00	27, 227 52	38, 761 40	July 1, 1876	Under act of July 12, 1876. Land-grant road.	201
10.5 by 7.3, f. f., s. l. .	15½*	57 60	50 00	5, 730 62	4, 974 50	July 1, 1876	Under act of July 12, 1876.	202

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
203	Ohio...	9012	21011	Xenia, Dayton.....	Pittsburgh, Cincinnati and Saint Louis.	17	371	25
204	N. Y. ...	1296	.....	New York, Patchogue	Flushing, North Side and Central.	59.21	291	25½
205	N. Y. ...	1288	.....	Theresa Junction, Morristown.	Utica and Black River	29.58	285	20
206	N. C. ...	5006	13006	Salisbury, Old Fort ..	Western North Carolina.....	114.31	285	12½
207	Ind. ...	22001	22001	Indianapolis, Vincennes.	Indianapolis and Vincennes...	116.32	375	23
208	Ohio...	9033	21029	Morrow, Dresden	Pittsburgh, Cincinnati and Saint Louis.	149.4	358	24
209	Ill. ...	23053	.....	East Saint Louis, Cairo.	Cairo and Saint Louis	148.50	281	20
210	N. Y. ...	1287	.....	Oswego, Charlotte ...	Rome, Watertown and Ogdensburg.	69.64	274	25
211	Ga. ...	15007	15007	Union Point, Athens	Georgia	39.92	373	20
212	S. C. ...	14001	14001	Columbia, Greenville	Greenville and Columbia	144.01	348	16
213	Ind. ...	22006	22006	Columbus, Madison..	Jeffersonville, Madison and Indianapolis.	46	345	20
214	Ky. ...	20007	20007	Richmond Junction, Richmond.	Louisville and Nashville	33.8	342	20
215	Ind. ...	22014	22015	Peru, La Porte	Chicago, Cincinnati and Louisville.	73	336	21
216	Ala. ...	17004	17004	Montgomery, Decatur	South and North Alabama ...	182.85	611	25
217	Ala. ...	17010	17010	Selma, Dalton.....	Selma, Rome and Dalton	237.5	546	20
218	Del. ...	3403	9503	Clayton, Easton	Maryland and Delaware	44	334	25
219	Ind. ...	22026	22027	Butler, Logansport ..	Detroit, Eel River and Illinois	94.5	330	25
220	N. J. ...	2112	7020	Millville, Cape May..	West Jersey	41	326	32
221	Ohio...	9009	21008	Bayard, New Philadelphia.	Cleveland and Pittsburgh ...	32.5	321	15
222	Ind. ...	22023	22024	Terre Haute, Danville.	Evansville, Terre Haute and Chicago.	56.6	257	22
223	N. Y. ...	1806	.....	Manorville, Sag Harbor.	Long Island.....	35.25	250	24
224	N. C. ...	13005	13005	Goldsborough, Morehead City.	Atlantic and North Carolina ..	94.04	312	20
225	Ind. ...	22016	22017	Bradford, Logansport	Pittsburgh, Cincinnati and Saint Louis.	114.6	310	23
226	Ind. ...	22019	22020	Fort Wayne, Connersville.	Fort Wayne, Muncie and Cincinnati.	109	308	22
227	S. C. ...	5608	14006	Florence, Cheraw ...	Cheraw and Darlington	40.88	245	16
228	Ohio ...	9039	.....	Youngstown, Cross Cut.	Pittsburgh, Fort Wayne and Chicago.	22.6	239	20
229	N. C. ...	13006	13006	Salisbury, Henry's...	Western North Carolina	117.31	306	13

* States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14 by 8.7, f. f., s. l. *	18	57 60	94 00	979 20	1,598 00	July 1, 1876	Under act of July 12, 1876.	203
12 by 6, f. f., s. l. . .	12	57 00				Nov. 1, 1874	\$3,600 terminal and side service. Main route; branches \$50. (250, 257.) New; ordered in Nov., 1875. In Aug., 1875.	204
9 by 9, f. f., s. l. . . .	12	57 00				Mar. 15, 1875	Branch; main route \$75, (144.) In Mar., 1876. New; ordered May, 1876.	205
10.3 by 8.3, f. f., s. l	6	57 00	50 00	6,515 67	5,700 00	July 1, 1873	In Oct., 1875. .31 mile increase. Ordered Dec., 1875.	206
10 by 8, f. f., s. l. . .	6	56 70	50 00	6,585 35	5,816 00	July 1, 1876	Under act of July 12, 1876.	207
14.6 by 6.10, f. f., s. l	6½*	56 70	75 00	8,470 98	11,205 00	July 1, 1876	do	208
9 by 6, fixtures, s. l	6	56 00	50 00	8,316 00	7,425 00	July 1, 1875	In March, 1876. Ordered April, 1876.	209
23 by 6.7½, f. f., s. l.	6	56 00				Apr. 1, 1876	New; ordered June, 1876.	210
9 by 6.8, f. f., s. l. . .	6	55 80	64 00	2,227 54	2,794 88	July 1, 1876	\$240 m. m. formerly. Under act of July 12, 1876.	211
12 by 8, f. f., s. l. . .	6	55 80	58 00	8,035 76	8,352 58	July 1, 1876	Main route; branches \$45. Under act of July 12, 1876.	212
11 by 6, f. f., s. l. . .	12*	54 90	50 00	2,525 40	2,300 00	July 1, 1876	Under act of July 12, 1876.	213
14 by 7.4, f. f., s. l. .	6	54 90	50 00	1,855 62	1,690 00	July 1, 1876	Branch; main route \$69.30, \$40.50, (154, 318.) Under act of July 12, 1876.	214
12 by 7.1, f. f., s. l. .	12	54 90	55 00	4,007 70	4,015 00	July 1, 1876	Under act of July 12, 1876.	215
14 by 7.6, s. l.	7	54 00	75 00	9,873 90	16,425 25	July 1, 1876	63.8 miles formerly at \$117.50. Under act of July 12, 1876.	216
15 by 7.8, f. f., s. l. .	7	54 00	75 00	12,825 00	17,812 50	July 1, 1876	Land-grant road. 54 days, 24 from March 15 and 30 from May 15, 1876. Under act of July 12, 1876.	217
10 by 6.6, f. f., s. l. .	6	54 00	52 50	2,376 00	2,310 00	July 1, 1876	Land-grant road. Under act of July 12, 1876.	218
14 by 7.2, f. f., s. l. .	6	54 00	52 00	5,103 00	4,914 00	July 1, 1876	do	219
13 by 8.3, f. f., s. l. .	12	54 00	75 00	2,214 00	3,075 00	July 1, 1876	In March, 1876. Under act of July 12, 1876.	220
13 by 9, f. f., s. l. . .	6	54 00	50 00	1,755 00	1,625 00	July 1, 1876	Under act of July 12, 1876.	221
9.6 by 6.6, f. f., s. l	13	54 00	50 00	3,056 40	2,830 00	July 1, 1874	In Oct., 1875. Ordered Feb., 1876.	222
10.8 by 9, fixtures, s. l	6	54 00				Aug. 1, 1875	In Mar., 1876. New; ordered May, 1876.	223
10.3 by 7.2, fixtures, s. l.	6	53 10	55 00	4,993 53	5,225 00	July 1, 1876	.96 mile decrease. Under act of July 12, 1876.	224
11.10 by 8, f. f., s. l. .	12	53 10	50 00	6,085 26	5,730 00	July 1, 1876	Under act of July 12, 1876.	225
12 by 7.8, f. f., s. l. .	6	53 10	58 00	5,787 90	6,322 00	July 1, 1876	do	226
20 by —, f. f., s. l. . .	6	53 00	50 00	2,166 64	2,025 00	July 1, 1875	In Oct., 1875. .38 mile increase. Ordered Dec., 1875.	227
12 by 9, f. f., s. l. . .	12	53 00	50 00	1,206 40	1,140 00	July 1, 1873	In Aug., 1875. Ordered Oct., 1875.	228
10.3 by 8.3, 3.6 by 3.6, f. f., s. l. . .	6	52 20	57 00	6,123 58	6,515 67	July 1, 1876	3 miles increase. Weight to Old Fort, 3 miles less. Under act of July 12, 1876.	229

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
230	Utah	41002	.....	Provo City, York	Utah Southern	27	235	15
231	Ill	23050	.....	Robinson, Danville...	Paris and Danville	82.38	233	18
232	Ohio	9037	21033	Springfield, Columbus	Cincinnati, Sandusky and Cleveland.	45.86	228	30
233	N. Y.	1811	.....	Rochester, Charlotte	New York Central and Hudson River.	9	225	25
234	N. Y.	1223	.....	Schenectady, Ballston	Delaware and Hudson Canal Company.	16	224	30
235	S. C.	14010	14010	Port Royal, Augusta.	Port Royal	112.2	306	20
236	Ohio	9034	21030	Dayton, Richmond...	Pittsburgh, Cincinnati and Saint Louis.	42	286	25
237	N. C.	13012	13012	Greensboro', Salem ..	Northwestern North Carolina ..	29.31	284	14
238	Md	3513	10012	Clayton, Chestertown	Kent County	30.80	280	16
239	Me	231	.....	West Waterville, North Anson.	Somerset	25.7	220	20
240	Mich	24008	.....	Jackson, Fort Wayne	Fort Wayne, Jackson and Saginaw.	96.82	220	22
241	Ky	9796a	20013	Anchorage, Shelbyville.	Louisville, Cincinnati and Lexington.	19	217	20
242	Del	3406	9506	Georgetown, Selbyville.	Breakwater and Frankford....	19.30	203	14
243	Iowa	27016	.....	Washington, Oskaloosa.	Chicago, Rock Island and Pacific.	54.01	202	24
244	N. Y.	1295	.....	New York, Babylon..	Southern, of Long Island.....	36.25	185	20
245	Wis	25026	.....	Eau Claire, Chippewa Falls.	Chippewa Falls and Western..	11.67	183	25
246	Md	3517	.....	Selbyville, Stockton..	Worcester	31.44	181	14
247	N. Y.	1812	.....	Rhine Cliff, Boston Corner.	Rhinebeck and Connecticut...	35.2	179	18
248	Vt	532	.....	White River Junction, Woodstock.	Woodstock	14.53	176	18
249	Miss	7004	18004	Artesia, Columbus ..	Mobile and Ohio	14	171	9
250	N. Y.	1296	.....	Flushing, Whitestone	Flushing, North Side and Central.	3.12	163	25
251	Mich	24036	.....	Grosse Isle, Fayette ..	Chicago and Canada Southern.	70.30	160	25
252	Ill	23048	.....	Terre Haute, Peoria..	Illinois Midland	179.93	160	27
253	N. J.	2124	.....	Newark, Mont Clair ..	Newark and Bloomfield	5.67	157	25
254	Ill	23043	.....	Streator, Altamont ..	Chicago and Paducah	156.80	152	20
255	Cal	46016	.....	Saucelito, Tomales...	North Pacific Coast	49.18	148	16
256	Ill	23029	.....	Urbana, Havana	Indianapolis, Bloomington and Western.	102.70	144	20
257	N. Y.	1296	.....	Bayside, Manhasset..	Flushing, North Side and Central.	3.03	144	25
258	N. Y.	1810	.....	Bath, Hammondsport	Bath and Hammondsport	9.4	139	18

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> 15 by 8.9, f. f., s. l.	7	Dolls. 52 00	Dolls. -----	Dolls. -----	Dolls. -----	Dec. 16, 1875	In July, 1875. Extension. New; ordered Oct., 1875.	230
12 by 7, fixtures, s. l.	6	52 00	-----	-----	-----	Oct. 1, 1875	New; ordered Mar., 1876.	231
16 by 8.6, f. f. and m. c., s. l.	6	52 00	50 00	2,384 72	2,293 00	Jan. 1, 1875	In April, 1875. Ordered Feb., 1876.	232
b. c.; no r. a.	12	52 00	-----	-----	-----	Oct. 1, 1875	In Nov., 1875. New; ordered Mar., 1876.	233
no r. a.	6	52 00	50 00	832 00	800 00	July 1, 1873	60 days, in May and Aug., 1875. Ordered Nov., 1875.	234
10.6 by 6.10., f. f., s. l.	6	51 30	50 00	5,755 86	5,614 00	July 1, 1876	51 days, 21 from Mar. 15 and 30 from May 15, 1876. .08 mile decrease. Under act of July 12, 1876.	235
14 by 8.7, f. f., s. l.	12	51 30	65 00	2,154 60	2,730 00	July 1, 1876	Under act of July 12, 1876.	236
21 by 8.2, f. f., s. l.	6	51 30	50 00	1,503 60	1,465 50	July 1, 1876	do	237
16 by 6, f. f., s. l.	6	51 30	75 00	1,560 04	2,107 50	July 1, 1876	11.25 miles formerly at \$57. Under act of July 12, 1876.	238
12.6 by 6.6, f. f., s. l.	6	51 00	50 00	1,310 70	1,285 00	Jan. 10, 1876	In March, 1876	239
10.4 by 7.2, f. f., s. l.	6	51 00	57 00	4,937 82	5,518 74	July 1, 1875	In April, 1875. Ordered Nov., 1875.	240
r. a. in b. c., d. l.	12	51 00	50 00	969 00	950 00	July 1, 1873	In Aug., 1875. Ordered Nov., 1875.	241
7 by 7, fixtures, s. l.	6	50 00	-----	-----	-----	Jan. 16, 1875	New; ordered June, 1876.	242
10 by 9, f. f., s. l.	6	50 00	-----	-----	-----	Feb. 16, 1876	In July, 1876. New; ordered Aug., 1876.	243
12 by 6, f. f., s. l.	12	50 00	-----	-----	-----	Nov. 1, 1874	In Aug., 1875. New; ordered Nov., 1875.	244
b. c.; no r. a.	12	50 00	-----	-----	-----	Feb. 1, 1875	In May, 1876. New; ordered June, 1876.	245
7 by 7, fixtures, s. l.	6	50 00	-----	-----	-----	Nov. 1, 1875	In Mar., 1876. New; ordered June, 1876.	246
7 by 6, f. f., s. l.	6	50 00	-----	-----	-----	Jan. 1, 1876	New; ordered May, 1876. In March, 1876.	247
b. c.; no r. a.	12	50 00	-----	-----	-----	Nov. 1, 1875	In Jan., 1876. New; ordered Mar., 1876.	248
in b. c.; no r. a.	14	50 00	60 00	700 00	840 00	July 1, 1873	In Oct., 1875. Ordered Nov., 1875. Branch; main route \$83, (127.)	249
12 by 6, f. f., s. l.	12	50 00	-----	-----	-----	Nov. 1, 1874	Branch; main route \$57, (204.) In Aug., 1875. New; ordered Nov., 1875.	250
10.9 by 9.3, f. f., s. l.	6	50 00	-----	-----	-----	Jan. 16, 1874	New; ordered Oct., 1875.	251
11.3 by 8.8, f. f., s. l.	6	50 00	-----	-----	-----	Mar. 16, 1875	In Apr., 1875. New; ordered Nov., 1875.	252
no apt.; no r. a.	12	50 00	48 60	283 50	275 56	July 1, 1873	In July, 1874; reported Nov. 1, 1875. Ordered Dec., 1875.	253
12 by 8, f. f., s. l.	6	50 00	-----	-----	-----	Oct. 16, 1874	New; ordered Nov., 1875.	254
11 by 6, fixtures, s. l.	6	50 00	-----	-----	-----	Apr. 20, 1875	In May, 1876. New; ordered July, 1876.	255
10 by 7, furniture, s. l.	6	50 00	40 00	5,135 00	4,108 00	July 1, 1874	In Nov., 1875. Ordered Dec., 1875. Main route; branch \$45, (298.)	256
no r. a.	12	50 00	-----	-----	-----	Nov. 1, 1874	Branch; main route \$57, (204.) In Aug., 1875. New; ordered Nov., 1875.	257
in b. c.	15*	50 00	-----	-----	-----	Sept. 15, 1875	New; ordered May, 1876.	258

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
259	Pa....	2496	8094	York, Delta	Peach Bottom.....	35.56	133	15
260	Mass	755	.....	North Brookfield, East Brookfield.	Boston and Albany Railroad Company, (lessees North Bloomfield Railroad.)	4.41	130	22
261	Wis...	25025	.....	Galena, Platteville...	Galena and Southern Wisconsin.	30.69	129	12
262	N. Y.	1288	.....	Theresa Junction, Clayton.	Utica and Black River	16.25	128	20
263	Oreg.	44092	.....	Portland, Saint Joseph.	Oregon Central.....	48.61	120	12
264	Pa....	2500	.....	New Castle, Stoneborough.	New Castle and Franklin.....	36.5	105	15
265	S. C...	5602	14001	Cokesbury, Abbeville Court House,	Greenville and Columbia.....	11.81	104	15
266	Cal...	46015	.....	Elmira, Winters	Vaca Valley.....	18	100	20
267	S. C...	5602	14001	Belton, Anderson Court House.	Greenville and Columbia.....	10.01	96	15
268	Md....	3520	.....	Emmitsburgh, Rocky Ridge.	Emmitsburgh	7	96	21
269	Ohio...	9052	21048	Dyson's, Cumberland	W. H. and C. B. Stevens, proprietors of the Eastern Ohio Railroad.	7.8	62	15
270	Mass	754	.....	New Bedford, Fall River.	Fall River.....	15	60	25
271	Mass	753	.....	Ashburnham Depot, Ashburnham.	Ashburnham	2.89	57	15
272	W. Va	12005	.....	Ritchie Court-House, Pennsborough.	Pennsborough and Harrisville.	9	54	12
273	Ga....	6088	15017	Fort Valley, Perry...	Southwestern	13.32	49	15
274	N. C...	5216	13011	Sandford, Egypt Depot.	Western	7	23	.....
275	Pa....	2493	.....	Phillipsburgh, Morrisdale Mines.	Pennsylvania	3.69	23	20
276	Pa....	2492	.....	Antestown, Lloydville.	Bell's Gap.....	8.82	11	12
277	N. C...	13003	13003	Wilmington, Charlotte.	Carolina Central.....	195.90	269	17½
278	Ohio...	9026	21022	Dayton, Union City..	Dayton and Union.....	48.17	260	20
279	Ky....	20017	20017	Lexington, Mount Sterling.	Louisville, Cincinnati and Lexington.	33.84	267	22
280	Pa....	2431	8031	Columbia, Sinking Springs.	Reading and Columbia	39.70	250	20
281	Ohio...	9024	21020	Fremont, Saint Mary's.	Lake Erie and Louisville.....	89.35	247	20
282	Ind...	22027	22028	Rockville, Logansport.	Logansport, Crawfordsville and Southwestern.	92.10	247	22
283	Ohio...	9041	21037	Niles, New Lisbon...	Atlantic and Great Western ..	33.94	245	20
284	Ohio...	9050	21046	Painesville, Youngstown.	Painesville and Youngstown ..	60.12	229	18
285	Miss...	18003	18003	Jackson, Meridian...	Vicksburg and Meridian	95.2	379	18

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
8.6 by 7.3, fixtures, s. l.	6	50 00				Jan. 30, 1876	In Mar., 1876. New; ordered May, 1876.	259
in b. c.	24	50 00				Jan. 17, 1876	do	260
13 by 7, f. f., s. l.	6	50 00				June 1, 1875	In Jan., 1876. New; ordered Mar., 1876.	261
in charge of baggage-master.	12	50 00				Mar. 15, 1875	Part; residue \$75, (144;) branch \$57, (205.) New; ordered May, 1876.	262
8 by 8, f. f., s. l.	6	50 00				Apr. 1, 1875	In Sept., 1875. New; ordered Nov., 1875.	263
11 by 3.10, f. f., s. l.	6	50 00				July 1, 1875	In Dec., 1875. New; ordered Jan., 1876.	264
in charge of conductor.	6	50 00	30 00	590 50	345 00	July 1, 1875	Branch; main route \$58, (199.) .31 mile increase. Under contract to June 30, 1875. Ordered Nov., 1875.	265
in b. c.; no r. a.	7	50 00				Jan. 16, 1876	In Aug., 1876. New; ordered Sept., 1876.	266
12 by 7, f. f., s. l.	6	50 00	30 00	500 50	292 50	July 1, 1875	In Oct., 1875. Ordered November, 1875. Branch; main route \$58, (199.) .26 mile increase. Under contract to June 30, 1875.	267
in express-car.	12	50 00				Dec. 5, 1875	In Jan., 1876. New; ordered Feb., 1876.	268
6 by 4, f. f.; no r. a.	12	50 00				Jan. 16, 1875	New; ordered Sept., 1876. In July, 1876.	269
in b. c.	18	50 00				Dec. 15, 1875	In Mar., 1876. New; ordered May, 1876.	270
no apt.; no r. a.	12	50 00				July 1, 1875	In Mar., 1876. New; ordered April, 1876.	271
10 by 7.4; no r. a.	12	50 00				Jan. 1, 1876	In May, 1876. New; ordered Aug., 1876.	272
3 by 4; no r. a.	6	50 00				Feb. 1, 1874	In Oct., 1875. New; ordered Feb., 1876.	273
no r. a.	6	50 00	21 00	350 00	147 00	July 1, 1875	In August, 1875. Branch; main route \$50. Ordered Oct., 1875.	274
b. c.; no r. a.	6	50 00				Oct. 1, 1874	In Aug., 1875. New; ordered Oct., 1875.	275
7 by 6.6; no r. a.	6	50 00				Oct. 1, 1874	In Aug., 1875. New; ordered Nov., 1875.	276
14 by 8.11, f. f., s. l.	13	49 50	53 00	9,697 05	10,431 30	July 1, 1876	6.24 miles increase. In Dec., 1875. Under act of July 12, 1876.	277
11 by 7.4, f. f., s. l.	12	49 50	60 00	2,384 42	2,890 20	July 1, 1876	Under act of July 12, 1876.	278
8.6 by 6, f. f., s. l., and b. c.	12	48 60	50 00	1,644 63	1,692 00	July 1, 1876	do	279
7.4 by 6.6, f. f., s. l.	18	48 60	50 00	1,929 42	1,985 00	July 1, 1876	do	280
13 by 7, fixtures, s. l.	6	47 70	50 00	4,262 00	4,467 50	July 1, 1876	do	281
12 by 8.9, f. f., s. l.	6	47 70	50 00	4,393 17	4,605 00	July 1, 1876	do	282
15.3 by 7.3, f. f., s. l.	6	47 70	50 00	1,618 94	1,697 00	July 1, 1876	do	283
12 by 6, f. f., s. l.	6	46 80	40 00	2,813 63	2,517 36	July 1, 1876	9.38 miles formerly at \$52. Under act of July 12, 1876.	284
12 by 7.2, f. f., s. l.	7	46 08	59 00	4,386 81	5,616 80	July 1, 1876	Part; residue \$64.80, (172.) Under act of July 12, 1876. Land-grant road.	285

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
286	Ala...	17003	17003	Montgomery, Eufaula	Montgomery and Eufaula	81.24	233	16
287	Ohio..	9019	21017	Blancheester, Hillsborough.	Marietta and Cincinnati	21	216	25
288	Ala...	17002	17002	Montgomery, Selma..	Western, of Alabama	50	205	23
289	N. C..	13010	13010	Raleigh, Cameron....	Raleigh and Augusta Air Line.	58.78	205	20
290	S. C..	14006	14006	Florence, Cheraw....	Cheraw and Darlington	40.88	194	13½
291	N. J..	2113	7021	Elmer, Salem	West Jersey	16.60	188	23½
292	Ohio..	9039	21035	Youngstown, Cross Cut.	Pittsburgh, Fort Wayne and Chicago.	22.8	185	22
293	Ky...	20013	20013	Anchorage, Shelbyville.	Shelby	19	179	18
294	Ind...	22011	22011	Cambridge City, Columbus.	Jeffersonville, Madison and Indianapolis.	68	162	20
295	Ga....	15009	15009	Dupont, Bainbridge..	Atlantic and Gulf	106.37	160	18
296	Ga....	15018	15018	Thomasville, Albany.	Atlantic and Gulf	58.91	140	17½
297	S. C..	14009	14009	Anderson C. H., Walhalla.	Greenville and Columbia	35.06	133	15
298	Ill...	23029	.....	White Heath, Decatur.	Indianapolis, Bloomington and Western.	32.35	121	12
299	Ga...	6146	15022	Griffin, Carrollton ...	Savannah, Griffin and North Alabama.	59.86	107	12
300	Ill...	23054	.....	Chicago, Byron	Chicago and Pacific	92.75	97	20
301	Pa....	2461	8061	Towanda, Bernice....	Sullivan and Erie Coal and Railroad Company.	29.32	96	14
302	N. C..	5213	13009	Charlotte, Statesville	Atlantic, Tennessee and Ohio..	49.38	89	15
303	Ala...	6611	17011	Gainesville, Gainesville Junction.	Mobile and Ohio	22	87	11
304	Pa....	2494	.....	Reading, Statington..	Philadelphia and Reading, (sees Berks County Railroad.)	43.32	81	18½
305	Pa....	2489	.....	Holidaysburgh, Royer.	Pennsylvania	21.25	81	14
306	Ala...	17005	17005	Moscow, Somerville..	Memphis and Charleston	14.5	75	18
307	Ohio..	9010	21009	Oneida Mills, Carrollton.	Ohio and Toledo	12	74	15
308	Ill...	23032	.....	McLeansboro', Shawneetown.	Saint Louis and Southeastern..	41.25	62	12
309	Pa....	2495a	.....	Larabee's, Clermont.	McKean and Buffalo	23.3	61	15
310	N. Y..	1802	.....	Quaker Street, Schenectady.	Delaware and Hudson Canal Company.	15	57	30
311	N. Y..	1803	.....	Nineveh Junction, Jefferson Junction.	.....do.....	21	52	33
312	Fla...	16003	16003	Pensacola, Whiting Junction.	Pensacola and Louisville	44.05	338	13

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
9.5 by 6.6, f. f., a. l.	7½*	45 90	50 00	3, 728 91	4, 062 00	July 1, 1876	48 days, 18 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	286
b. c.; no r. a.	12	45 90	81 00	963 90	1, 701 00	July 1, 1876	Under act of July 12, 1876.	287
18 by 8.6, f. f., a. l.	7	45 00	54 00	2, 250 00	2, 700 00	July 1, 1876	45 days, 15 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	288
11.2 by 9, f. f., a. l.	6	45 00	53 00	2, 645 10	3, 076 34	July 1, 1876	Weight to Sanford, 45.78 miles. 13 miles formerly at \$50.	289
13 by 9.9, f. f., a. l.	6	45 00	53 00	1, 839 60	2, 166 64	July 1, 1876	Under act of July 12, 1876.	290
10.7 by 6.6; no r. a.	12	45 00	60 24	747 00	999 98	July 1, 1876	In Mar., 1876. Under act of July 12, 1876.	291
9.4 by 8.10, fixtures, a. l.	6	45 00	53 00	1, 026 00	1, 208 40	July 1, 1876	Under act of July 12, 1876.	292
12 by 5, fixtures, a. l.	12	45 00	51 00	855 00	969 00	July 1, 1876	do	293
11 by 6, f. f., a. l.	6	45 00	40 00	3, 060 00	2, 720 00	July 1, 1876	do	294
12 by 7, (av.) f. f., a. l.	7	45 00	58 00	4, 796 65	6, 175 84	July 1, 1876	Branch; main route \$118.60, (88.) 11 mile decrease. Under act of July 12, 1876.	295
12 by 6, f. f., a. l.	7	45 00	62 00	2, 650 95	3, 768 98	July 1, 1876	1.88 miles decrease. Under act of July 12, 1876.	296
12 by 8, f. f.	6	45 00	40 00	1, 577 70	1, 360 00	July 1, 1876	1.06 miles increase. Under act of July 12, 1876.	297
8 by 4, furniture, a. l.	6	45 00	40 00	1, 455 75	1, 294 00	July 1, 1874	Branch; main route \$50, (256.) In Nov., 1875. Ordered Dec., 1875.	298
8.6 by 4.6, f. f., a. l.	6	45 00	30 00	2, 693 70	1, 830 00	July 1, 1875	In Dec., 1875. 1.14 miles decrease. Ordered Feb., 1876.	299
22.6 by 10, f. f., a. l.	6	45 00	.....	.....	.....	July 1, 1875	In Jan., 1876. New; ordered Mar., 1876.	300
8.3 by 7.3, fixtures, a. l.	6	45 00	.....	.....	.....	July 1, 1875	New; ordered July, 1876.	301
9 by 8, f. f., a. l.	6	45 00	40 00	2, 222 10	1, 940 40	July 1, 1875	In Oct., 1875. .87 mile increase. Ordered Dec., 1875.	302
in b. c.; no r. a.	7	45 00	50 00	990 00	1, 100 00	July 1, 1875	In October, 1875. Ordered Nov., 1875.	303
6.9 by 5.2, f. f., a. l.	6	45 00	.....	.....	.....	Oct. 1, 1874	In Aug., 1875. New; ordered Oct., 1875.	304
b. c.; no r. a.	9.8*	45 00	.....	.....	.....	July 1, 1874	In Aug., 1875. New; ordered Oct., 1875.	305
in b. c.; no r. a.	7	45 00	30 00	652 50	435 00	July 1, 1876	Branch; main route \$99, (108.) Under act of July 12, 1876.	306
12 by 10; no r. a.	6	45 00	41 66	540 00	500 00	July 1, 1876	Under act of July 12, 1876.	307
12 by 6.6, f. f., a. l.	6	45 00	50 00	1, 856 25	2, 062 50	July 1, 1875	Branch; main route \$84, (125.) In Mar., 1875. Reported October, 1875. Ordered Oct., 1875.	308
8 by 5.6, (av.) fixtures, a. l.	6	45 00	.....	.....	.....	Aug. 16, 1875	New; ordered May, 1876.	309
no apt.	6	45 00	.....	.....	.....	Mar. 15, 1875	60 days, in May and Aug., 1875. New; ordered Nov., 1875.	310
7 by 7, a. l.	6	45 00	.....	.....	.....	Mar. 15, 1875	In May, 1875. New; ordered Nov., 1875.	311
7.6 by 7, f. f., a. l.	13	43 20	50 00	1, 902 96	2, 202 50	July 1, 1876	.05 m. increase. Under act of July 12, 1876. Land-grant road.	312

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
313	Ind...	22032	22033	Frankfort, Kokomo..	Frankfort and Kokomo.....	25.5	112	20
314	Tenn..	19011	19011	Knoxville, Caryville.	Knoxville and Ohio.....	38.94	121	12
315	Ky...	20006	20006	Bardstown Junction, Bardstown.	Louisville and Nashville	17.3	114	14
316	Ala...	17017	17017	Selma, Pine Apple...	Selma and Gulf.....	43.19	110	10
317	S. C...	14003	14003	Kingsville, Camden..	South Carolina	39.25	99	13
318	Ky...	20007	20007	Richmond Junction, Fish Point.	Louisville and Nashville	33.5	96	13
319	Ohio..	9054	21050	Athens, Scott's Land- ing.	Marietta and Cincinnati.....	37	89	12
320	Ala...	17016	17016	Opelika, Goodwater..	Savannah and Memphis.....	59.65	77	15
321	Ohio..	9040	21036	Logansport, New Straitsville.	Columbus and Hocking Valley.	13.02	62	12
322	Ala...	17008	17008	Columbus, Troy	Mobile and Girard.....	90	274	18
323	N. J..	2118	.....	Greensburgh Station, New Brunswick.	Pennsylvania.....	29.13	106	25
324	Ala...	6617	17017	Selma, Pine Apple...	Selma and Gulf.....	43.19	102	12
325	Miss..	7009	18009	Durant, Kosciusko...	New Orleans, Saint Louis and Chicago, (operating Missis- sippi Central.)	21.57	84	12
326	Minn..	26017	.....	Mankato, Wells.....	Central, of Minnesota.....	41.06	83	15
327	N. J..	2120	.....	New Bridge, Stony Point.	New Jersey and New York....	27.18	83	25
328	Ga....	6012	15013	Cochran, Hawkins- ville.	Macon and Brunswick	10	72	24
329	Pa....	2485	.....	Mechanicsburgh, Dillsburgh.	Cumberland Valley	8.85	58	15
330	Ala...	6614	17014	Opelika, Buffalo.....	East Alabama and Cincinnati..	22.50	54	20
331	Pa....	2498	.....	Oxford, Goshen.....	Peach Bottom	16.75	36	14
332	Md...	3519	.....	Lake Roland, West- ern Maryland Rail- road Junction.	Northern Central.....	8.5	23	17
333	Miss..	7007	18007	Muldon, Aberdeen...	Mobile and Ohio.....	9	11	9
334	Ohio..	9042	21038	Newark, Shawnee ...	Newark, Somerset and Straits- ville.	44.045	63	27
335	Ala...	17021	17021	Eufaula, Clayton.....	Vicksburgh and Brunswick....	22.5	54	22
336	Ga....	15017	15017	Fort Valley, Perry...	Southwestern	13.32	50	13
337	Ind...	22033	.....	Rockport, Hunting- burg.	Cincinnati, Rockport and Southwestern.	31.02	48	15

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
10.10 by 7.2, f. f., s. l.	12	43 20	40 00	1,101 60	1,020 00	July 1, 1876	Under act of July 12, 1876.	313
6.2 by 3, fixtures, s. l.	6	40 50	40 00	1,577 07	1,557 60	July 1, 1876	do	314
b. c.; no r. a.....	7	40 50	40 00	700 65	692 00	July 1, 1876	do	315
7.3 by 6, f. f., § 1..	4	40 50	40 00	1,749 20	1,727 60	July 1, 1876	48 days, 18 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	316
in charge of conductor.	6	40 50	50 00	1,589 63	1,697 50	July 1, 1876	Branch; main route \$63, (177.) 1.3 m. increase. Under act of July 12, 1876.	317
b. c.....	6	40 50	54 00	1,356 75	1,809 00	July 1, 1876	Main route; part; res. \$69.30, (154;) branch \$54.90, (214.) Under act of July 12, 1876.	318
14.6 by 9.6, f. f., s. l.	6	40 50	50 00	1,498 50	1,850 00	July 1, 1876	Under act of July 12, 1876.	319
8.2 by 7, f. f., s. l..	6	40 50	50 00	2,415 63	2,858 80	July 1, 1876	12.37 miles formerly at \$40. In March, 1876. Under act of July 12, 1876.	320
in b. c.; no r. a....	15*	40 50	40 00	527 31	520 80	July 1, 1876	Branch; main route \$62.10, (182.) Under act of July 12, 1876.	321
12 by 7, f. f., s. l....	6	40 32	50 00	3,628 80	4,500 00	July 1, 1876	49 days, 19 from Mar. 15 and 30 from May 15, 1876. 7 trips from Aug. 1, 1876. Under act of July 12, 1876.	322
in b. c.; no r. a....	6	40 00	.....	.....	.....	Mar. 1, 1875	Land-grant road. In Oct., 1875. New; ordered Feb., 1876.	323
7.3 by 6, fixtures, § 1.	4	40 00	50 00	1,727 60	2,159 50	July 1, 1875	In Oct., 1875. Under contract to June 30, 1875. Ordered Dec., 1875.	324
b. c.; no r. a.....	6	40 00	.....	.....	.....	Oct. 1, 1874	In Oct., 1875. New; ordered Dec., 1875.	325
8.3 by 7, f. f., s. l....	6	40 00	.....	.....	.....	Mar. 1, 1875	In Oct., 1875. New; ordered Jan., 1876.	326
b. c.; no r. a.....	6	40 00	.....	.....	.....	Nov. 1, 1875	In Mar., 1876. New; ordered May, 1876.	327
no r. a.....	6	40 00	50 00	400 00	500 00	July 1, 1875	In Oct., 1875. Br'ch; main route \$65, (170.) Under contract to June 30, 1875. Ordered Dec., 1875.	328
locked box in b. c.	6	40 00	.....	.....	.....	Dec. 16, 1873	In Aug., 1875. New; ordered Feb., 1876.	329
8 by 4, f. f., s. l....	6	40 00	30 00	900 00	675 00	July 1, 1875	In Oct., 1875. Ordered Dec., 1875.	330
b. c.; no r. a.....	6	40 00	.....	.....	.....	Apr. 15, 1875	In Jan., 1876. New; ordered Mar., 1876.	331
in b. c.; no r. a....	6	40 00	.....	.....	.....	Jan. 1, 1875	New; ordered June, 1876.	332
in b. c.; no r. a....	14	40 00	50 00	360 00	450 00	July 1, 1873	In Oct., 1875. Ordered Nov., 1875.	333
14 by 9, f. f., s. l....	8½*	36 00	75 00	1,585 62	3,303 37	July 1, 1876	Under act of July 12, 1876.	334
3 by 4, s. l.....	6	36 00	50 00	810 00	1,125 00	July 1, 1876	50 days, 20 from Mar. 15 and 30 from May 15, 1876. Under act of July 12, 1876.	335
closet 3 by 4; no r. a.	6	36 00	50 00	479 52	666 00	July 1, 1876	Under act of July 12, 1876.	336
10 by 8; in charge of conductor.	6	35 00	.....	.....	.....	Oct. 1, 1875	New; ordered May, 1876.	337

F.—Table showing the re-adjustment of the rates of pay per mile on railroad-routes

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
338	Kans	33014	.....	Fort Scott, Memphis.	Fort Scott, Southwestern and Memphis.	6.52	32	12
339	Mo	28031	.....	Saint Louis, Normandy.	West End Narrow Gauge	10.53	27	15
340	Ga.	15024	15024	Columbus, Hamilton.	North and South	23.51	38	15
341	Ark	7525a	29003	Chicot, Pine Bluff	Texas, Mississippi River and Northwestern.	72.78	40	12
342	Ky	9605	20001	Ashland, Coalton	Lexington and Big Sandy	11	34	12
343	Pa	2499	.....	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon	7	15	12
344	Ark	7645a	29004	Chicot, Monticello	Texas, Mississippi River and Northwestern.	44.28	57	5
345	Fla	16002	16002	Tallahassee, Saint Mark's.	Jacksonville, Pensacola and Mobile.	21.89	17	16
346	La	8003	30005	Baton Rouge, Livonia	Baton Rouge, Grosse Tête and Opelousas.	28	10	10

Excess of present over former amount of annual pay, by re-adjustment.....

Amount of reductions made under act of July 12, 1876, on re-adjusted routes in this table, in the on and after July 1, 1876.....

Excess, apart from reductions made under act of July 12, 1876.....

in States in which the contract-term expired June 30, 1876, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
in b. c.	6	35 00	.....	.....	.....	July 1, 1875	In March, 1876. \$100 m. m. New; ordered April, 1876.	338
in b. c.; no r. a ..	6	35 00	.....	.....	.....	Jan. 1, 1876	In May, 1876. New; ordered Sept., 1876.	339
16 by 7; no r. a ..	6	31 50	45 00	740 57	1,057 95	July 1, 1876	Under act of July 12, 1876.	340
8 by 6, f. f., a. l....	3	30 00	45 00	2,183 40	3,275 10	July 1, 1875	In March, 1875. Ordered Jan., 1876.	341
locked box; no r. a ..	6	30 00	29 54	330 00	324 94	July 1, 1874	In April, 1875. Ordered Oct., 1875.	342
no r. a ..	6	30 00	.....	.....	.....	Apr. 1, 1875	New; ordered Sept., 1876.	343
no r. a ..	2	20 00	40 00	885 60	1,771 20	July 1, 1875	In March, 1875. Ordered Jan., 1876.	344
no apt.; in charge of conductor.	3	20 00	30 00	437 80	656 70	July 1, 1875	60 days, $\frac{1}{2}$ from Nov. 15, 1875, and residue from Jan. 1, 1876. Branch; main route \$80, (132.) Ordered Feb., 1876.	345
In passenger-car.	3	20 00	12 86	560 00	360 08	July 1, 1875	In Sept., 1875. Ordered Dec., 1875.	346
				4,999,280 67	4,963,153 70			
				4,963,153 70	.....		
				36,127 97	.....		
case of re-adjustments taking effect				170,430 52	.....		
				206,558 49	.....		

THOS. J. BRADY,
Second Assistant Postmaster-General.

Index to Table F.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Adirondack	148	1804	.....	Cincinnati, Hamilton and Indianapolis	202	9028	21024
Alabama Central	188	17009	17009	Cincinnati, La Fayette and Chicago	37	22028	22029
Do.	189	17009	17009	Cincinnati, Richmond and Chicago	129	9029	21025
Arkansas Valley	190	38005	.....	Cincinnati, Rockport and Southwestern	337	22033	.....
Ashburnham	271	753	.....	Cincinnati, Sandusky and Cleveland	122	9013	21019
Atchison and Nebraska	141	33009	.....	Do.	232	9037	21033
Atchison, Topeka and Santa Fé	137	33013	.....	Cleveland and Pittsburgh	90	9003	21003
Atlanta and Richmond Air Line	123	15001	15001	Do.	91	9003	21003
Atlantic and Great Western	113	9006	21005	Do.	221	9009	21008
Do.	140	9038	21034	Cleveland, Columbus, Cincinnati and Indianapolis	32	9046	21042
Do.	188	9006	21005	Do.	54	9018	21016
Do.	283	9041	21037	Do.	116	9015	21013
Atlantic and Gulf	86	6008	15009	Cleveland, Tuscarawas Valley and Wheeling, (late Lake Shore and Tuscarawas Valley)	163	9045	21041
Do.	88	15009	15009	Columbus and Hocking Valley	321	9040	21036
Do.	184	6016	15018	Do.	21	9016	21014
Do.	188	6008	15009	Columbus and Xenia .....	.....	.....	.....
Do.	285	15009	15009	Columbus, Chicago and Indiana Central	25	9017	21015
Do.	290	15016	15018	Consolidated European and North American	119	244	.....
Atlantic and North Carolina	224	13005	13005	Cumberland Valley	329	2485	.....
Atlantic and West Point	61	15003	15003	Dayton and Michigan	95	9027	21023
Atlantic, Tennessee and Ohio	302	3513	13009	Dayton and Union	278	9026	21022
Baltimore and Ohio	10	3503	.....	Delaware and Hudson Canal Company	58	1222	.....
Do.	14	3503	.....	Do.	62	1221	.....
Do.	17	3504	10003	Do.	64	1224	.....
Do.	23	3504	10003	Do.	80	1230	.....
Do.	27	12002	.....	Do.	99	1224	.....
Do. (lessees Sandusky, Mansfield and Newark)	30	9011	.....	Do.	103	1245	.....
Do.	49	9011	.....	Do.	106	1224	.....
Do.	114	9011	.....	Do.	142	1224	.....
Do.	145	9011	21019	Do.	234	1223	.....
Do. (operating Baltimore, Pittsburgh and Chicago R. R.)	35	9051	.....	Do.	310	1802	.....
Do. do	46	9051	.....	Do.	311	1803	.....
Baltimore and Potomac	11	3514	.....	Delaware, Lackawanna and Western	97	2122	7028
Do.	16	3514	.....	Detroit, Kalamazoo and Chicago	219	22056	22027
Bath and Hammondsport	258	1810	.....	East Alabama and Cincinnati	330	6614	17014
Baton Rouge, Grosse Tête and Opelousas	346	8003	30005	Eastern Ohio. (See W. H. and C. B. Stevens.) .....	.....	.....	.....
Bell's Gap	276	2492	.....	East Tennessee, Virginia and Georgia	53	19002	19002
Berks County. (See Philadelphia and Reading.) .....	.....	.....	.....	Do.	78	19002	19002
Boston and Albany, (lessees North Bloomfield R. R.)	260	755	.....	Emmitsburgh	268	3520	.....
Breakwater and Frankford	242	3406	9506	Erie	20	1201	.....
Buffalo and Jamestown	179	1290	.....	Do.	79	1208	.....
Cairo and Saint Louis	209	23053	.....	Erie and Pittsburgh	82	2445	.....
Carolina Central	277	13003	13003	Evansville and Crawfordsville	111	22012	22012
Cayuga	183	1224	.....	Evansville, Terre Haute and Chicago	222	22023	22024
Central of Minnesota	326	26017	.....	Fall River	270	754	.....
Central of New Jersey	69	2101	7001	Flushing, North Side and Central	204	1206	.....
Do.	158	2258	7003	Do.	250	1296	.....
Central Ohio	98	9001	21001	Do.	257	1296	.....
Do.	112	9001	21001	Fort Scott, Southeastern and Memphis	338	33014	.....
Central Pacific	18	46001	.....	Fort Wayne, Jackson and Saginaw	157	24008	.....
Central Railroad and Banking Company	123	15012	15012	Do.	240	24008	.....
Do.	155	15010	15010	Fort Wayne, Muncie and Cincinnati	226	22019	22020
Do.	162	15005	15005	Frankfort and Kokomo	313	22032	22033
Charlotte, Columbia and Augusta	101	13007	13007	Galena and Southern Wisconsin	68	6001	15004
Cheraw and Darlington	227	5608	14006	Do.	70	15004	15004
Do.	280	14006	14006	Do.	176	6006	15007
Chicago and Canada Southern	251	24036	.....	.....	.....	.....	.....
Chicago and Iowa	109	11913	23036	.....	.....	.....	.....
Chicago and Pacific	300	23054	.....	.....	.....	.....	.....
Chicago and Paducah	254	23043	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy	50	23010	.....	.....	.....	.....	.....
Do.	110	27011	.....	.....	.....	.....	.....
Do.	134	27011	.....	.....	.....	.....	.....
Chicago, Cincinnati and Louisville	215	22014	22015	.....	.....	.....	.....
Chicago, Rock Island and Pacific	243	27016	.....	.....	.....	.....	.....
Chippewa Falls and Western	245	25026	.....	.....	.....	.....	.....
Cincinnati, Hamilton and Dayton	59	9030	21026	.....	.....	.....	.....
Do.	75	9030	21026	.....	.....	.....	.....

Index to Table F.—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Georgia.....	211	15007	15007	Maryland and Delaware.....	218	3403	9503
Grand Rapids and Indiana.....	196	22020	22021	Maysville and Lexington.....	194	20016	20016
Greenville and Columbia.....	199	5602	14001	Memphis and Charleston.....	108	17005	17005
Do.....	212	14001	14001	Do.....	306	17005	17005
Do.....	265	5602	14001	Mississippi and Tennessee.....	169	18002	18002
Do.....	267	5602	14001	Do.....	171	7002	18002
Do.....	237	14009	14009	Mississippi Central. (See New Orleans, Saint Louis and Chicago.)			
Hannibal and Saint Joseph.....	107	25030		Missouri, Kansas and Texas.....	52	23011	
Houston and Texas Central.....	84	8503	31003	Do.....	56	28014	
Do.....	117	8505	31004	Mobile and Girard.....	392	17008	17008
Do.....	138	8577a	31005	Mobile and Montgomery.....	96	17012	17012
Illinois Midland.....	252	23048		Mobile and Ohio.....	127	7004	18004
Indianapolis and Saint Louis.....	57	23028		Do.....	201	18004	18004
Indianapolis and Vincennes.....	207	23001	22001	Do.....	249	7004	18004
Indianapolis, Bloomington and Western.....	256	23029		Do.....	303	6611	17011
Do.....	298	23029		Do.....	333	7007	18007
Indianapolis, Cincinnati and La Fayette.....	33	22003	22003	Montgomery and Eufaula.....	286	17003	17003
Do.....	34	22005	22005	Montpelier and Wells River.....	152	598	
Indianapolis, Peru and Chicago.....	146	22004	22004	Morris and Essex.....	81	2106	7013
Jacksonville, Pensacola and Mobile.....	132	16002	16002	Do.....	192	2106	
Do.....	345	16002	16002	Nashville and Chattanooga.....	73	12004	19004
Jeffersonville, Madison and Indianapolis.....	83	22007	22007	Do.....	135	19007	19007
Do.....	213	22006	22006	Newark and Bloomfield.....	253	2124	
Do.....	294	22011	22011	Newark, Somerset and Stratfordville.....	334	9042	21038
Kent County.....	238	3513	10012	Newcastle and Franklin.....	264	2500	
Kentucky Central.....	100	20002	20002	New Jersey and New York.....	327	2129	
Do.....	185	20002	20002	New Orleans, Mobile and Texas.....	77	17013	17013
Knoxville and Ohio.....	314	19011	19011	New Orleans, Saint Louis and Chicago.....	65	18001	18001
Lake Erie and Louisville.....	281	9024	21020	Do, (operating Mississippi Central).....	325	7009	18009
Lake Shore and Michigan Southern.....	2	1241		Newport and Wickford Railroad and Steamboat Company.....	200	825	
Do.....	3	1241		New York Central and Hudson River.....	1	1217	
Do.....	6	9008	21007	Do.....	4	1211	
Do.....	7	1241		Do.....	71	1211	
Do.....	8	9049	21045	Do.....	233	1811	
Do.....	47	1241		Northeastern.....	76	14005	14005
Do.....	48	1241		Do.....	94	5607	14005
Lexington and Big Sandy.....	342	9605	20001	North and South.....	340	15024	15024
Little Rock and Fort Smith.....	124	29005		Northern Central.....	85	1255	
Logansport, Crawfordsville and Southwestern.....	232	22027	22028	Do.....	332	3519	
Long Island.....	153	1234		North Pacific Coast.....	255	46016	
Do.....	223	1806		Northwestern North Carolina.....	237	13012	13012
Louisville and Nashville.....	29	20005	20005	Ohio and Mississippi.....	40	22010	22010
Do.....	41	20008	20008	Do.....	93	22018	22019
Do.....	42	19009	19009	Ohio and Toledo.....	307	9010	21009
Do.....	43	19010	19010	Oregon Central.....	263	44002	
Do.....	74	19010	19010	Painesville and Youngstown.....	284	9050	21046
Do.....	92	19006	19006	Paris and Danville.....	231	23050	
Do.....	104	19006	19006	Peach Bottom.....	259	2496	8094
Do.....	154	20007	20007	Do.....	331	2498	
Do.....	214	20007	20007	Pennsborough and Harrisville.....	272	12005	
Do.....	315	20006	20006	Pennsylvania.....	5	2103	7004
Do.....	318	20007	20007	Do.....	9	2401	8001
Louisville, Cincinnati and Lexington.....	45	20004	20004	Do.....	12	2401	
Do.....	55	20018	20018	Do.....	118	2103	
Do.....	133	20003	20003	Do.....	275	2493	15024
Do.....	241	9796a	20013	Do.....	305	2489	
Do.....	279	20017	20017	Do.....	323	2118	
Louisville, New Albany and Chicago.....	167	22008	22008	Pennsylvania Co.....	168	9047	21043
Louisville, Paducah and Southwestern.....	160	20011	20011	Pensacola and Louisville.....	312	16003	16003
McKean and Buffalo.....	309	2495a		Peoria, Pekin and Jacksonville.....	193	23038	
Macon and Brunswick.....	170	6012	15013	Philadelphia and Reading, (leaves Berks County Railroad).....	304	2494	
Do.....	187	15013	15013	Pittsburgh and Castle Shannon.....	343	2499	
Do.....	328	6012	15013	Pittsburgh, Cincinnati and Saint Louis.....	13	9036	21032
Macon and Western.....	98	6011	15012	Do.....	19	9031	21027
Marion and Cincinnati.....	31	9032	21028	Do.....	147	22009	22009
Do.....	126	9020	21018	Do.....	159	22013	22014
Do.....	175	9053	21049	Do.....	203	9012	21011
Do.....	287	9019	21017	Do.....	206	9033	21029
Do.....	319	9054	21050				

Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Pittsburgh, Cincinnati and Saint Louis	225	22016	22017	Southwestern	164	15011	15011
Do.	236	9034	21030	Do.	173	15016	15016
Pittsburgh, Fort Wayne and Chicago	38	9002		Do.	174	15016	15016
Do.	44	9002		Do.	273	6088	15017
Do.	51	9002		Do.	336	15017	15017
Do.	66	2429		Stevens, W. H. and C. B., proprietors Eastern Ohio Railroad	269	9052	21048
Do.	105	2429		Sullivan and Erie Coal and Railroad Company	301	2461	8061
Do.	228	9039		Terre Haute and Indianapolis	22	22002	22002
Do.	292	9039	21035	Do.	24	23031	
Port Royal	235	14010	14010	Texas, Mississippi River and Northwestern	341	7525a	29003
Raleigh and Augusta Air Line	289	13010	13010	Do.	344	7645a	29004
Raleigh and Gaston	195	13001	13001	Toledo, Canada Southern and Detroit	102	24035	
Reading and Columbia	280	2431	8031	Do.	115	24035	
Rhinebeck and Connecticut	247	1812		Union Pacific	15	34001	
Richmond and Danville	87	13004	13004	Utah Northern	150	41003	
Do.	161	13004	13004	Utah Southern	180	41002	
Richmond and Petersburg	36	4409	11008	Do.	230	41002	
Rome, Watertown and Ogdensburg	210	1287		Utica and Black River	144	1288	
Saint Louis and Southeastern	125	23032		Do.	205	1288	
Do.	149	19008	19008	Do.	262	1288	
Do.	165	20010	20010	Vaca Valley	266	46015	
Do.	308	23032		Vicksburgh and Brunswick	335	17021	17021
Saint Louis, Rock Island and Chicago	151	23005		Vicksburgh and Meridian	172	18003	18003
San Francisco and North Pacific	139	46011		Do.	285	18003	18003
Do.	140	46011		Virginia and Truckee	131	16419	45001
Savannah and Charleston	89	14004	14004	West End Narrow Gauge	339	28031	
Savannah and Memphis	320	17016	17016	Western	274	5216	13011
Savannah, Griffin and North Alabama	299	6146	15022	Western Maryland	166	3507	10006
Seaboard and Roanoke	197	4415	11015	Western North Carolina	206	5006	13006
Selma and Gulf	316	17017	17017	Do.	229	13006	13006
Do.	324	6617	17017	Western, of Alabama	63	17001	17001
Selma, Rome and Dalton	143	6610	17010	Do.	288	17002	17002
Do.	217	17010	17010	West Jersey	136	2111	7019
Shelby	293	20013	20013	Do.	220	2112	7020
Somerset	239	231		Do.	291	2113	7021
South and North Alabama	216	17004	17004	West Wisconsin	121	25014	
South Carolina	156	14003	14003	White Water Valley	181	9035	21031
Do.	177	14003	14003	Wilmington and Weldon	60	13002	13002
Do.	178	14003	14003	Wilmington, Columbia and Augusta	67	14002	14002
Do.	317	14003	14003	Do.	130	14002	14002
Southern, of Long Island	244	1285		Woodstock	248	532	
Southern Pacific	191	46017		Worcester	246	3517	

G.—Statement of the number, description, and prices of mail-bags, mail-bag-catchers, mail locks and keys purchased, and of the expense incurred on account thereof during the fiscal year ended June 30, 1876, viz :

Number.	Description.	Size.	Price.	Cost.	Aggregate.
200	Leather mail-pouches	No. 1	\$6 56	\$1,312 00	
400	do	No. 2	5 16	2,064 00	
600	do	No. 3	4 40	2,640 00	
600	do	No. 4	3 48	2,088 00	
500	do	No. 5	2 56	1,280 00	
2	do	No. 1	6 50	13 00	
3,202	do	No. 2	5 70	18,151 40	
4,602	do	No. 3	4 75	21,859 50	
3,702	do	No. 4	3 80	14,167 60	
2,602	do	No. 5	2 70	7,025 40	
	Royalty of patent 14,110 leather pouches		10	1,411 00	
16,410					\$72,011 90
400	Leather horse-mail-bags	No. 1	6 60	2,640 00	
500	do	No. 2	5 60	2,800 00	
200	do	No. 3	5 10	1,020 00	
1,100					6,460 00
202	Canvas (through registered) mail-pouches	No. 1	8 00	1,616 00	
1,802	do	No. 3	5 45	9,820 90	
3,300	Canvas mail-catcher pouches		4 25	14,025 00	11,436 90
5,304					14,025 00
45,000	Jute canvas mail-sacks	No. 1	78	35,100 00	
5,456	do	No. 1	50	2,728 00	
11,000	do	No. 2	52	5,720 00	
3,403	do	No. 2	40	1,361 20	
3,500	do	No. 3	15	525 00	
626	do	No. 3	14	87 64	
68,985					45,521 84
5,000	Cotton canvas mail-sacks	No. 1	1 32	6,600 00	
1,500	do	No. 2	1 02	1,530 00	
2,500	do	No. 3	21	525 00	
*495	do	No. 3	62	306 90	
†2,500	do	No. 3	38	950 00	
11,995					9,911 90
	Repairs of mail-bags of every description			30,161 92	
	Advertised samples and miscellaneous expenses incident to mail-bags			2,065 30	
87,585	Printed wooden tags	11-16 c.		602 15	32,227 22
142,445	do	11-16		979 30	
2,200	do	9‡		55 00	
600	do	13-16		7 12	
18,100	do	‡		90 50	
250,930					1,734 07
35,000	Mail-bag label-cases		12	4,200 00	
650	Mail-bag-catchers		15 00	9,750 00	4,900 00
300	Socketts for mail-bag-catchers		40	120 00	
20	Elongated socketts for mail-bag-catchers		70	14 00	
200	Handles for mail-bag-catchers		40	80 00	
18	Springs for mail-bag-catchers		60	10 80	
	Personal service for mail-bag-catchers			1,174 96	
	Repairs of mail-bag-catchers			168 90	
					11,318 66
	Total expense of mail-bags and mail-catchers				208,847 49
	MAIL LOCKS AND KEYS.				
3,625	Brass mail-locks for street letter-boxes		1 25	12,031 25	
250	Steel keys for street letter-boxes		15	37 50	
20	Brass safety key-chains		86‡	17 30	
500	Brass mail-locks for registered through mails		1 75	875 00	
	Repairs of 12,533 mail-locks			3,759 90	12,961 05
					3,759 90
	Total expense of mail locks and keys				16,720 95

* Red striped. † Black striped.

THOS. J. BRADY.
Second Assistant Postmaster-General.

H.—Railway post-office lines in the United States June 30, 1876, showing the increase in the service since June 30, 1875.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1875, to June 30, 1876.	Increase of miles of service from June 30, 1875, to June 30, 1876.	Increase in number of clerks from June 30, 1875, to June 30, 1876.			Increase in lines of railway post-offices from June 30, 1875, to June 30, 1876.
				\$1,400.	\$1,200.	\$1,000.			\$1,400.	\$1,200.	\$1,000.	
Albany to Buffalo, N. Y.	298	1,192	Twice daily.	12	10	20				2	12	
Atlanta to Augusta, Ga.	171	342	Daily.	3	4	5			(a)	(a)	2	
Baltimore, Md., to Canandaigua, N. Y.	325	650	do.	10	8	3			2	4	(d)	
Baltimore, Md., to Grafton, W. Va.	280	1,120	Twice daily.	10	8	3			2	4	(d)	
Baigor to Vanceborough, Me.	118	236	Daily.	4	4	4						
Bloomington, Ill., to Mexico, Mo.	300	400	do.	2	3	3				(a)	1	
Boston, Mass., to Portland, Me.	116	232	do.	4	4	3				(a)	2	
Boston, Mass., to Saint Albans, Vt.	230	580	do.	4	4	3						
Boston, Mass., to Saint Albans, N. Y.	200	800	Twice daily.	12	4	12			2	(d)	4	
Boston to Wellfleet, Mass.	122	244	Daily.	6	6	1						
Boston to Fitchburgh, Mass.	50	100	do.	11	13							
Boston, Mass., to Bangor, Me.	249	996	Twice daily.	11	13							
Bristol to Chattanooga, Tenn.	242	484	Daily.	4	2	2						
Buffalo, N. Y., to Toledo, Ohio.	295	1,180	Twice daily.	14	20	27			2	2	(f)	
Burlington to Council Bluffs, Iowa	291	582	Daily.	4	4	4						
Carro to Centralia, Ill.	112	224	do.	3	5	1			1	1	1	
Chattanooga, Tenn., to Atlanta, Ga.	149	298	do.	4	4	4			1	1	1	
Chicago, Ill., to Fort Howard, Wis.	243	484	do.	4	11	1			1	1	1	
Chicago, Ill., to Toledo, Ohio.	243	972	Twice daily.	14	19	20			5	3	9	
Chicago to Quincy, Ill.	263	526	Daily.	6	13	2			2	2	2	
Chicago to Freeport, Ill.	131	262	do.	3	4	3			1	1	1	
Chicago, Ill., to Cincinnati, Ohio.	310	620	do.	5	8	13			(a)	1	12	
Chicago, Ill., to Iowa City, Iowa.	237	474	do.	5	5	8						
Chicago, Ill., to Cedar Rapids, Iowa.	219	438	do.	5	5	8			1	1	3	
Chicago to Centralia, Ill.	280	516	do.	6	9	3			1	(a)	3	
Chicago, Ill., to Saint Louis, Mo.	244	488	do.	5	6	9			1	(a)	1	
Cleveland, Ohio, to Indianapolis, Ind.	282	564	do.	5	5	8			1	(a)	1	
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do.	4	6	1			1	(a)	1	
Clinton to Council Bluffs, Iowa.	350	700	do.	3	14				(a)	4		
Davenport to Council Bluffs, Iowa.	307	614	do.	5	4	4						
Detroit, Mich., to Chicago, Ill.	284	568	do.	4	7	1			1	1	1	
Dubuque to Fort Dodge, Iowa.	214	428	do.	4	4	3			1	(a)	1	
Dubuque, Iowa, to Centralia, Ill.	345	690	do.	4	6	5			1	(a)		
Grafton, W. Va., to Cincinnati, Ohio.	309	1,236	Twice daily.	6	8	1			1	1		
Grafton, W. Va., to Chicago, Ill.	559	1,118	Daily.	9	7	3			4	(c)	3	
Indianapolis, Ind., to Saint Louis, Mo.	291	582	do.	4	5	5						

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,
Washington, D. C., October 27, 1876.

SIR: During the year ending June 30, 1876, there were employed in the distribution, delivery, and transfer of the mails upon and between railroad and steamboat routes 1,042 railway post-office clerks, at an annual compensation of \$1,278,340, an increase of 13.87 per cent. over the preceding year, and an average salary of \$1,226 per annum; 1,017 route-agents, at an annual compensation of \$975,280, an increase of 3.33 per cent. over the preceding year, and an average salary of \$958 per annum; 219 mail-route messengers, at an annual compensation of \$145,610, a decrease of 1.22 per cent. under the preceding year, and an average salary of \$665 per annum; and 137 local agents, at an annual compensation of \$104,910, an increase of 8.62 per cent. over the preceding year, and an average salary of \$765 per annum. The percentage of increase in the expenses of the different classes of service for the year ending June 30, 1875, over that of the year ending June 30, 1874, were as follows:

	Per cent.
Railway post-office clerks	6.09
Route-agents	5.25
Mail-route messengers	8.00
Local agents	1.97

The cause of the much greater increase of compensation to railway post-office clerks for the year ending June 30, 1876, over that of the year ending June 30, 1875, was the extension of the service over lines of railroad that had heretofore declined to furnish proper facilities for the service, and the establishing of the fast railway post-office service between New York and Chicago, and New York, Saint Louis, and Cincinnati. The increase of expenses for clerical force necessitated by this extension was in a measure offset by the reduction in force on or entire discontinuance of other lines.

The table accompanying, which gives in detail the number of clerks, &c., upon the different lines of railway post-offices, will not show all the decrease on different lines, as transfers were made to a great extent by detail as actual experience made them possible.

The placing of railway post-office service upon new lines, taking the place of and performing the work of route-agents and mail-messenger service, materially lessened the increase of expense for route-agent service, and actually decreased the expense of mail-messenger service, while the establishing of new lines of service, rendering an increase in the number of local agents necessary at the principal junctions, caused the increase of 8.62 per cent. for the year ending June 30, 1876, as against 1.97 per cent. for the year ending June 30, 1875.

Appropriations for 1877 and estimates for 1878.

RAILWAY POST-OFFICE CLERKS.

The appropriation for the salaries of railway post-office clerks for the year ending June 30, 1877, is \$1,225,000, as against an expense for the year ending June 30, 1876, of \$1,278,340. This material decrease made it necessary to reduce both salaries and force. Head railway post-office clerk's salaries were reduced from \$1,400 to \$1,300 per annum. Railway post-office clerks were reduced from \$1,200 to \$1,150 per annum. Assistant clerks were left at the old rate, \$1,000 per annum, and at the

same time considerable reductions were made in force. This latter was possible on account of the withdrawal of our best postal-car facilities from the New York Central and Hudson River Railroad, Lake Shore and Michigan Southern Railroad, Pennsylvania Railroad and its connections.

In making estimates for the year ending June 30, 1878, the strong probabilities of the restoration of this service should be considered.

It is also due to the class of officers who perform this work of distribution of mail upon the railroads that the nature of their duties, the expense involved by absence from home, the risk and dangers continually attending them, should be considered in adjusting the salaries.

A railway post-office clerk travels on the cars, on an average, a distance of 131 miles daily, which at least consumes an average of 5 hours, is called upon to be on duty from 2 to 5 hours before the starting-time of his train, and is oftentimes on duty an hour or more after the arrival of his train at destination, making his daily average time on duty never less than 7 hours, and averaging 8 or 9. The work he is called upon to perform is different in every respect from any other labor on railroads, requiring him, as it does, to be constantly on his feet while the train is in motion. "The time during which almost every other class of railroad-employé is at rest." So that, in addition to his work as distributing-clerk, which is of itself sufficiently hard and tiresome when followed closely the day through, the exertion to maintain his perpendicular while the train is in motion intensifies the effect of continual jar upon the system; and experience shows that there are but few clerks who have been continually employed in this service for five years or over that do not feel very seriously the effect, and in very many cases have been forced to abandon their occupation on account of breaking down.

The railway post-office clerk when on duty is absent from home traveling and on expense, which is additional in every respect. This expense in England is commuted to the "traveling sorters," as his duty calls him from home at least half of the time, his salary is reduced from \$150 to \$200 annually. In addition, the head railway post-office clerk furnishes, at his own expense, all the stationery, &c., necessary to perform his work, which is a considerable item. It will be thus seen that the average pay of \$1,226 per annum nets the clerk little over \$1,000 per annum.

For these reasons, the estimates for the year ending June 30, 1878, should be made upon the basis of the old salary, \$1,400 for head clerks, \$1,200 for clerks, and \$1,000 for assistant clerks, and allowing for a small increase to allow the extensions of the service, in case the railroads grant the necessary facilities. An increase of 6 per cent. over the expense of the year ending June 30, 1876, will be adequate. The estimate for the salaries of railway post-office clerks for the year ending June 30, 1878, will therefore be \$1,355,040.

ROUTE-AGENTS.

The appropriation for the salaries of route-agents for the year ending June 30, 1877, is \$972,500, as against an expense of \$975,280 for the year ending June 30, 1876. In order that the expense for the fiscal year ending June 30, 1877, might be brought within the appropriation, the pay for route-agents was reduced according to the following scale:

A route-agent making a daily average run of 90 miles receives \$900 per annum, with \$20 per annum additional compensation to \$900 per annum for each additional 10 miles per day to the daily average of 90

miles per day, up to a daily average of 140 miles per day, for which he receives \$1,000 per annum, without increase of compensation for increase of daily average miles run.

Prior to June 30, 1876, the compensation to route-agents had been increased \$30 per annum for each additional 10 miles to their daily average run over 90 miles per day to a sum not exceeding \$1,080 per annum.

As the same statement, to a modified extent, regarding their expenses, risk, and work, which was made of railway post-office clerks, and at the old rates, their average pay only being \$958 per annum, ranging from \$900 to \$1,200 per annum, the estimates for the year ending June 30, 1878, should be made upon the old basis. As the railway post-office service will displace this service to a great extent, an increase of 2 per cent. over the estimate for the fiscal year ending June 30, 1877, will be sufficient.

The estimates for the salaries of route-agents for the fiscal year ending June 30, 1878, will therefore be \$1,071,000.

MAIL-ROUTE MESSENGERS.

The appropriation for the salaries of this class of employés for the fiscal year ending June 30, 1877, is \$153,500. As these employés perform the work on short lines at a comparatively low salary, where otherwise route-agents, at a salary of at least \$900 per annum, would be employed, an increase on the appropriation of the present year is necessary. An increase of 5 per cent. on the appropriation for the fiscal year ending June 30, 1877, will be ample.

In connection with these estimates the revival of railroad building should be considered, as it has a very important influence upon the expense of this class of service.

The estimate for the salaries of *mail-route messengers* for the fiscal year ending June 30, 1878, is therefore \$161,175.

LOCAL AGENTS.

The appropriations for the salaries of local agents for the fiscal year ending June 30, 1877, is \$109,000, as against an expense of \$104,910 for the year ending June 30, 1876.

The great increase in the bulk of mail-matter, the improvement each year in railroad connections, and the importance of the mail-transfers made under the charge of this class of offices call for an increase in this class of employés. An increase of 5 per cent. over the appropriation for the year ending June 30, 1877, will be ample.

The estimate for the salaries of the local agents for the year ending June 30, 1878, will therefore be \$114,450.

During the past year negotiations for the establishing of a fast-mail service were brought to a successful close, and on September 16, 1875, an exclusive postal-car train was started upon the New York Central and Hudson River and Lake Shore and Michigan Southern Railroads, between New York and Chicago, via Albany, Buffalo, Cleveland, and Toledo. Postal-car lines were also started between New York, Saint Louis, and Cincinnati, over the Pennsylvania Railway and its connections, via Philadelphia, Pittsburgh, Columbus, and Indianapolis. These were run at a high rate of speed, and made connections at all important junctions with the regular trains to and from all parts of the country, advancing the mails between the different sections from twelve to twenty-four and forty-eight hours.

The inauguration of these trains was as important a step on the improvement of the interior mail system as the inauguration of the railway post-office service itself. It was established as an experiment, but so fully did it accomplish all that was expected, and so much more, that it is greatly to be deplored that it could not have been continued. Though withdrawn July 22, 1876, it was in operation sufficiently long to thoroughly establish itself in the confidence of the business public.

Since the close of the last fiscal year, the action of the trunk lines of railroads over which the fast-mail service was in operation, not only by the withdrawal of the fast-mail service, but the most important lines of railway post-offices on other trains, and the denial of the use of some of the best trains, even for the forwarding of ordinary closed mails, has greatly embarrassed this service, and it is only by the utmost exertion on the part of the officers in charge that serious confusion does not result.

It is greatly to be hoped that Congress will, during the approaching session, take such action in regard to compensation for mail transportation on railroad routes as will obtain the best possible facilities, not only for railway post-office service, but for the forwarding of mails in bulk on all trains that may be run on any road. A continuance of the present delays and irregularities resulting from deficient accommodations on railroad lines cannot but affect disastrously all business interests.

Up to the time of the discontinuance of the fast-mail service and its accompanying lines of post-office cars on other trains, the great bulk of mails forwarded by railroad routes was distributed and arranged for final delivery while in transit.

The following statement of the number of packages of letters and sacks of papers that were distributed on the fast-mail line for six months ending April 30th, 1876, will give some idea of the immense work performed on the cars.

TABLE A.—*Report of mails distributed in New York and Chicago, ("the Fast Mail,") Buffalo and Toledo, and Toledo and Chicago railway post-offices, for six months ending April 30, 1876.*

MONTHLY TOTALS.

Date.	Papers.		Letters.		No. rega. in transit.
	Number of sacks.	Number of pieces.	Number of packages.	Number of letters.	
November, 1875	29, 024	5, 804, 800	146, 160	8, 769, 600	.....
December, 1875	31, 726	6, 345, 900	156, 976	9, 418, 560	.....
January, 1876	31, 384	6, 276, 800	163, 689	9, 821, 346	.....
February, 1876	31, 156	6, 231, 900	158, 451	9, 507, 060	37, 649
March, 1876	34, 670	6, 935, 800	175, 334	10, 570, 040	45, 014
April, 1876	33, 708	6, 741, 600	164, 882	9, 892, 920	44, 258
Total.....	191, 668	38, 335, 400	965, 492	57, 979, 520	126, 921

REPORT OF THE POSTMASTER-GENERAL.

TABLE A.—*Report of mails distributed, &c.*—Continued.

MONTHLY TOTALS ARRANGED BY STATES.

Month.	Number of paper sacks.									
	New England.	New York.	New Jersey.	Pennsylvania.	Ohio.	Michigan.	Indiana.	Illinois.	Iowa.	Wisconsin.
November	1, 679	2, 649	95	651	3, 134	2, 490	1, 660	2, 573	2, 070	1, 193
December	1, 816	2, 296	113	623	3, 331	2, 686	1, 819	2, 890	2, 434	1, 486
January	1, 650	2, 849	131	732	3, 201	2, 699	1, 796	2, 781	2, 249	1, 318
February	1, 707	2, 560	130	679	3, 989	2, 754	1, 631	2, 613	2, 025	1, 347
March	1, 494	3, 450	64	762	3, 566	2, 299	2, 026	2, 934	2, 064	1, 452
April	1, 643	4, 192	51	758	3, 137	2, 208	1, 807	2, 929	2, 365	1, 359
Total	9, 989	18, 996	584	4, 205	19, 298	17, 129	10, 741	16, 660	13, 947	8, 155

Month.	Missouri.	Kansas.	Minnesota.	Nebraska.	Dakota.	Colorado.	Territories.	Mixed.	Local.	Estimated.
November	849	619	23	451	138	.....	63	2, 760	5, 697	133
December	963	689	28	533	134	.....	682	2, 647	4, 787	632
January	949	767	21	519	900	.....	993	3, 239	4, 463	567
February	1, 053	840	.....	520	204	.....	1, 358	3, 054	4, 650	691
March	1, 285	910	.....	651	68	179	1, 129	3, 845	4, 234	797
April	1, 204	842	20	667	120	203	1, 105	2, 535	3, 178	1, 685
Total	6, 303	4, 667	92	3, 341	864	302	5, 380	19, 080	26, 999	4, 641

Month.	Number of letter-packages.									
	New England.	New York.	New Jersey.	Pennsylvania.	Ohio.	Michigan.	Indiana.	Illinois.	Iowa.	Wisconsin.
November	14, 258	23, 337	1, 463	8, 241	16, 870	13, 702	8, 903	10, 519	7, 253	5, 903
December	16, 228	24, 494	2, 195	8, 300	20, 666	14, 128	10, 061	10, 223	7, 666	6, 116
January	18, 329	23, 774	2, 479	8, 583	18, 984	14, 638	9, 213	10, 169	8, 078	7, 390
February	18, 148	21, 837	2, 259	7, 117	20, 063	13, 750	9, 719	9, 769	8, 306	6, 113
March	20, 584	25, 896	2, 373	9, 367	23, 025	15, 283	10, 316	10, 686	8, 787	6, 051
April	20, 708	25, 725	2, 422	8, 184	20, 570	14, 446	9, 973	9, 602	8, 113	6, 238
Total	108, 355	145, 063	13, 191	49, 652	120, 178	85, 941	58, 205	61, 177	48, 203	37, 811

Month.	Missouri.	Kansas.	Minnesota.	Nebraska.	Dakota.	Colorado.	Territories.	Mixed.	Local.	Estimated.
November	1, 762	1, 205	1, 687	1, 689	423	.....	1, 041	15, 941	11, 426	356
December	1, 963	1, 373	2, 150	1, 843	456	.....	1, 148	15, 665	10, 714	1, 147
January	2, 261	1, 716	2, 976	1, 732	551	.....	1, 792	16, 821	13, 298	1, 013
February	2, 033	1, 731	3, 160	2, 100	623	.....	1, 273	16, 164	11, 815	2, 368
March	2, 110	2, 008	3, 555	2, 214	352	707	681	19, 089	11, 059	991
April	2, 223	1, 941	3, 415	2, 316	413	1, 330	245	17, 441	8, 299	1, 295
Total	12, 352	9, 974	16, 943	11, 884	2, 818	2, 037	6, 180	101, 121	66, 611	7, 170

By this it will be seen that 965,492 packages, containing 57,979,520 letters, and 191,668 sacks, containing 38,335,400 packages of papers and other miscellaneous matter, 96,314,920 separate pieces of mail matter in all, giving an average of 529,200 pieces handled daily. This was in addition to the through mail or mails made up for direct exchange in pouches, between the different large cities, and the mail in transit for final distribution upon lines beyond. These figures are obtained from a record kept of each day's work.

Upon each package of mail made up on any postal or route agent's line for final delivery on any other postal or route agent's route to offices local to such route, or for final distribution in any post-office, is placed a slip bearing the post-mark of the route, date, and name of the clerk or agent making the distribution. The clerk, agent, or office receiving this package notes all errors, if any, upon this slip, and certifies to the same. If no errors are made it is marked "O. K.," and returned to the division superintendent. These errors are entered against each clerk or agent, and a record thus kept of the work performed upon the cars. These slips are not put upon packages of letters made up for offices direct. During the same six months ending April 30, 1876, the same six months given in the table above, the number of slips returned, which covered packages of letters made up on the fast-mail line, with the number of letters missent, is contained in the following table:

TABLE B.—Fast-mail facing-slip report for six months ending April 30, 1876.

Date.	Number of slips covering packages returned.	Number of slips covering packages correct.	Number of slips covering packages incorrect.	Number of letters sent wrong.	Number of packages sent wrong.
November, 1875	57,406	54,409	2,998	8,277	6
December, 1875	51,276	49,069	2,207	5,050	53
January, 1876	58,420	56,179	2,241	3,818	67
February, 1876	75,012	72,447	2,565	4,156	58
March, 1876	83,203	80,474	2,729	5,693	74
April, 1876	78,922	76,539	2,383	4,455	106
Total	404,233	389,070	15,163	31,449	422
Total number of slips covering packages returned					404,233
Total number of letters contained in packages covered by slips returned					24,253,980
Total number of packages which contained any errors					15,163
Total number of letters sent wrong					31,449
Number of letters correctly distributed to each letter sent wrong					800

This table shows that but one letter out of each 800 distributed was missent, which, considering the rapidity with which the clerks performed their work, is certainly remarkable. On lines where the clerks can take more time and work more deliberately the records stand one error to each 1,500 to 2,000 letters distributed.

Some conception of the immense bulk of mail-matter in transit can be formed from the following statement of mails originating at New York destined for dispatch on the three trunk lines, viz, New York Central, Pennsylvania, and Erie Railway lines to the West only, during the period commencing December 1, 1875, and ending February 8, 1876.

This does not include any mail arriving on other roads transferred through the city. The figures represent pounds:

Date.	Total for each month.	Daily average for each.
December 1 to 31.....	2,030,384	65,496
January 1 to 31.....	1,930,937	62,288
February 1 to 8.....	487,779	60,972
Total.....	4,449,100	63,857

The following is a statement of the total weight of mails for December, 1875, departing from and arriving at New York over the same roads, (New York Central and Hudson River, Pennsylvania, and Erie,) including both the mails originating at New York and those arriving on other roads and transferred through the city to those roads.

This is for the month of December only.

Weight of mail forwarded from New York.....	2,803,173
Daily average.....	90,487
Weight of mails arriving at New York.....	1,234,834
Daily average.....	37,404
Total weight of mails arriving at and departing from New York.....	4,038,007
Daily average.....	127,891

A great difficulty to contend with in the railway mail-service on those lines where there is night service, is the lighting of the cars. On almost every line either the lamps are inadequate to the proper lighting of the cars, or the oil is of an inferior quality. Several of the larger lines have gone to a considerable expense in providing lamps, &c., that would insure against trouble in this, but none have been entirely successful. A small appropriation of \$500 for the purpose of testing fully, different lamps and oil for this purpose, would result in immense benefit to the service, if made with a view to furnishing the lighting fixtures and material for all postal cars. The expense would probably not exceed \$2,000 per annum for this purpose, and would be more than balanced by the saving in time of clerks who are compelled to perform their labor by poor and uncertain light. Another and very important object would be the lessening of risk to postal clerks in case of accident, as during the past two years two postal clerks have been burned to death in wrecks where the oil used in the lamps ignited and spread the fire so that rescue was impossible. In one instance the clerk would have escaped with hardly a bruise, but being so wedged in that he could not extricate himself, the heat of the burning wreck rendering aid impossible.

The project of owning the cars used for railway post-offices has been frequently discussed by officers of this service, and is worthy of careful consideration, as it would be beneficial in many ways. It would cost the Government nothing, as the same arrangement could be made with the different companies that is now made by through freight lines, palace car, or other companies controlling their own cars, by which a reduction in the compensation to railroads for mail transportation could be made sufficient to cover depreciations and replacement.

Herewith is submitted a table showing in detail the changes made in railway post-office service for the last fiscal year.

Finally, it is but due to the employés of the Department in this branch of the service that a recognition be made of their fidelity to duty and

the trust reposed in them. The faithful manner in which they perform their service, and oftentimes under very trying circumstances, is unequalled in any other service, and instances of heroic devotion to duty are by no means rare. They seem to appreciate the fact that upon the careful performance of their duties are dependent interests of a magnitude that cannot be estimated, and that a single error on their part, resulting in the delay or missending of a single letter, no matter how unimportant it may look, may result disastrously to some individual or corporation.

Very respectfully,

THEO. N. VAIL,
Gen'l Supt.

Hon. THOS. J. BRADY,
Second Assistant Postmaster-General.

Statement of the weights of mails dispatched to Postal Union countries during the year.

	Letters. Grams.	Newspapers and printed matter. Grams.
To Great Britain and Ireland.....	44,258,757	203,014,405
Germany	27,085,027	83,922,270
France, (6 months from January 1, 1876).....	6,438,109	24,617,022
Italy	1,896,310	6,025,393
Switzerland	1,752,586	7,426,462
Sweden.....	2,437,144	3,519,007
Norway.....	1,866,000	2,890,530
Netherlands.....	1,263,326	3,245,532
Denmark	1,210,744	2,254,311
Belgium	823,714	2,541,378
Spain, (6 months from January 1, 1876).....	257,180	1,239,577
	<hr/> 89,288,897	<hr/> 340,695,887
Estimating for 6 months' weight of mails to France and Spain	6,695,289	25,856,599
Total.....	<hr/> 95,934,186	<hr/> 366,552,486

ARRANGEMENT CONCERNING THE ENTRANCE INTO THE GENERAL POSTAL UNION OF BRITISH INDIA AND THE FRENCH COLONIES.

The postal administration of British India having communicated, in conformity with Article XVII of the treaty concerning the formation of a General Postal Union, concluded at Berne, October 9, 1874, its intention to enter the General Postal Union, and the French Government having made a similar declaration in the name of its colonies,

The undersigned delegates have established, subject to approval, the following provisions :

ARTICLE I.

British India and the French colonies accede to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne the 9th October, 1874, and also to the provisions of the regulations of detail and order established for the execution of said treaty.

ARTICLE II.

The correspondence originating in one of the countries mentioned in Article I, addressed to another country of the Union, and vice-versa, shall be subject to the Union postages adopted by each of the administrations, by virtue of paragraphs 1, 2, 3, 4, and 5 of Article III, and of paragraphs 1, 2 and 3 of Article IV of the treaty of Berne of October 9, 1874.

Each administration shall have the power to add to these postages, as maritime rate, an additional postage which shall not exceed the maximum fixed by Article III, second paragraph, and Article IV, second paragraph, of the Berne treaty, for the prepaid dispatches.

When, however, the conversion of the postages into the national money shall produce fractions, these fractions may be forced to a whole.

It is expressly understood that the additional maritime postage shall be levied but once, even when several maritime services participate in transportation.

ARTICLE III.

Under the head of maritime transportation of the correspondence mentioned in Article II, preceding, the despatching administration shall pay to the administration or to the administrations providing this transportation, a bonification :

1st, of 25 francs per kilogramme, net weight, of letters and post-cards; and

2d, of 1 franc per kilogramme, net weight, of matter described in article 4 of the treaty concluded at Berne, October 9, 1874.

When the maritime transportation shall be performed by two or more administrations, the bonification shall be divided among them upon the bases of the distances traversed, without prejudice to the various arrangements which may intervene between the administrations concerned.

No bonifications, however, shall be due for the maritime transportations not exceeding 300 nautical miles.

ARTICLE IV.

The correspondence, which, by virtue of the final paragraph of Article X of the treaty of Berne, of October 9, 1874, shall have extraordinary transportation expenses to support, may be subjected to an additional charge in proportion to such expenses.

ARTICLE V.

In regard to the stipulations of Article XXVII of the regulations annexed to the treaty of Berne, concerning the division of the expenses of the International Bureau of the General Postal Union, it is agreed that India shall belong to the 1st class, and the whole of the French colonies to the 3d class, as provided by that article.

ARTICLE VI.

The present arrangement shall take effect from July 1, 1876.

Done and signed at Berne, in 14 copies, January 27, 1876.

For the German Postal Administration	GÜNTHER.
For the Austrian Postal Administration	DEWÉZ.
For the Hungarian Postal Administration	HEIM.
For the Belgian Postal Administration	{ FASSIAUX.
	{ GIFE.
For the Egyptian Postal Administration	EUGÈNE BOREL.
For the Spanish Postal Administration	{ J. DE HOYOS.
	{ VTE-DE MANZANERA.
For the French Postal Administration	ANSAULT.
For the Ministry of Marine and Colonies of France, in the name of the French Colonies..	E. ROY.
For the Postal Administration of Great Britain.	ALAN MACLEAN.
For the Postal Administration of British India..	ALAN MACLEAN.
For the Italian Postal Administration	TANTESIO.
For the Netherland Postal Administration	HOFSTEDE.
For the Postal Administrations of Sweden and Norway	M. BJORNSTJERNA.

COUNTRIES BEYOND SEA TO WHICH THE ARRANGEMENT CONCLUDED
AT BERNE 27 JANUARY, 1876, IS APPLICABLE.

I. BRITISH INDIA.

Hindustan, British Burmah, Aden.

II. FRENCH COLONIES.

America—Martinique, Guadeloupe, and dependencies, French Guiana, St. Pierre, and Miquelon.

Africa—Senegal and dependencies, Gaboon, Réunion, Mayotte and dependencies, Ste. Marie de Madagascar.

Asia—French establishments in India (Pondicherry, Chandernagor, Karikal, Mahé, and Yanaon) and in Cochin China.

Oceanica—New Caledonia and dependencies, Marquesas Islands, Tahiti, and the Archipelagoes subject to the protectorate of France.

DEPARTMENT OF STATE,
Washington, August 12, 1876.

SIR: I have the honor to inclose herewith a copy of a letter dated July 12, received from the President of the Swiss Confederation, through the minister of the United States at Berne, announcing the adhesion of the French colonies and the British Indies to the General Postal Union treaty.

I will thank you to notify me of anything you may desire to have done concerning this subject.

I have the honor to be, sir, your obedient servant,

HAMILTON FISH.

Hon. JAMES N. TYNER,
Postmaster-General.

[Inclosure.]

Letter of President of Swiss Confederation July 12, 1876.

BERNE, July 12, 1876.

British India and the French colonies having asked to be admitted into the general postal union, a conference between their administrations and the other administrations interested assembled at Berne in the month of January last, and adopted on the 27th of said month an arrangement which fixes the conditions of the adhesion of those two countries to the stipulations of the treaty of Berne of 9th October, 1874. This arrangement, communicated to all the members of the union by circular of 29th January, encountered no objection within the period of six weeks prescribed by Article XVII of the postal-union treaty, so that, by virtue of this same article, the adhesion of British India and the French colonies, being considered as accomplished, was to be attested by a diplomatic act between the government of the managing administration and the governments of the two administrations admitted into the union.

Consequently, the federal council, in the name of the members of the union, exchanged on the 8th of April with the government of the French Republic, and on the 1st of July with the government of the United Kingdom of Great Britain and Ireland and the government of British

India, acts attesting the definitive adhesion of British India and the French colonies to the stipulations of the treaty of Berne of 9th October, 1874. The federal council has the honor to transmit with the present note to his excellency the Minister of Foreign Affairs of the United States the text of these acts, the duplicates of which, intended for the federal council, in its character of representative of the members of the union, are deposited in the archives of the Swiss Confederation.

The federal council avails itself of this occasion, &c.

In the name of the Swiss federal council.

WELTI,

The Chancellor of the Confederation Schiess.

An arrangement concerning the entrance of the French colonies into the general postal union having been concluded at Berne on the 27th January, 1876, between the delegates of the French government and the delegates of the administrations interested forming a part of the postal union, and no objection against this arrangement in consequence of the communication thereof made to all the members of the union by circular of 29th January, 1876, having been presented within the period of six weeks prescribed by Article XVII, paragraph 6, of the treaty of Berne of 9th October, 1874:

The undersigned, duly authorized for that purpose, do attest, by the present diplomatic act, the definitive adhesion of the French government, for its colonies, to the stipulations of the treaty concerning the creation of a general postal union concluded at Berne the 9th of October, 1874, as well as to the provisions of the detailed regulations for the execution of the said treaty.

Done at Berne the 8th of April, 1876.

For the Swiss federal council, in the name of the members of the union:

The president of the confederation,
[L. S.]

WELTI.

For the government of the French Republic:

The ambassador of France to the Swiss Confederation,
[L. S.]

B. D'HARCOURT.

An arrangement concerning the entrance of British India into the general Postal Union having been concluded at Berne on the 27th January, 1876, between the delegates of the British government and the delegates of the administrations interested forming part of the Postal Union, and no objection against this arrangement, in consequence of the communication thereof made to all the members of the union by circular of 29th January, 1876, having been presented within the period of six weeks prescribed by Article XVII, paragraph 6, of the treaty of Berne of 9th October, 1874:

The undersigned, duly authorized for that purpose, do attest by the present diplomatic act, the definitive adhesion of the British government for British India to the stipulations of the treaty concerning the creation of a general Postal Union concluded at Berne the 9th of October, 1874, as well as to the provisions of the detailed regulations for the execution of said treaty.

Done at Berne the 1st of July, 1876.

For the Swiss Federal Council, in the name of the members of the union:

The President of the confederation,
[L. S.]

WELTI.

For the government of the United Kingdom of Great Britain and Ireland, and for the government of British India :

Her British Majesty's minister resident in the Swiss Confederation,
[L. S.] EDWIN CORBETT.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
THE COLONIAL GOVERNMENT OF QUEENSLAND.

The undersigned, being thereunto duly authorized by their respective Governments, have agreed upon the following articles, establishing and regulating the exchange of correspondence between the United States of America and the colony of Queensland :

ARTICLE I.

There shall be an exchange of correspondence between the United States of America and Queensland by means of the direct line of colonial mail-packets plying between San Francisco and New South Wales, as well as by such other means of direct mail-steamship transportation between the United States and New South Wales as shall hereafter be established with the approval of the respective post departments of the countries concerned, comprising letters, newspapers, printed matter of every kind, and patterns and samples of merchandise, originating in either country and addressed to and deliverable in the other country, as well as correspondence in closed mails originating in Queensland and destined for foreign countries by way of the United States.

ARTICLE II.

The post-office of San Francisco shall be the United States office of exchange, and Brisbane the office of exchange of the colony of Queensland for all mails transmitted under this arrangement.

ARTICLE III.

No accounts shall be kept between the post-departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each country shall retain to its own use the postages which it collects.

The single rate of international letter-postage shall be twelve cents in the United States and sixpence in Queensland on each letter weighing half an ounce or less, and an additional rate of twelve cents (sixpence) for each single weight of half an ounce or fraction thereof, which shall in all cases be prepaid at least one single rate by means of postage-stamps at the office of dispatch in either country. Letters unpaid, or prepaid less than one full rate of postage, shall not be forwarded, but insufficiently-paid letters, on which a single rate or more has been prepaid, shall be forwarded, charged with the deficient postage, to be collected and retained by the post-department of the country of destination.

The United States post-office shall levy and collect to its own use on newspapers addressed to Queensland a postage charge of two cents, and on all other articles of printed matter, patterns and samples of merchandise, addressed to Queensland, a postage charge of four cents per each weight of four ounces or fraction of four ounces.

The post-office of Queensland shall levy and collect to its own use on

newspapers addressed to the United States a postage charge of two cents, and on other articles of printed matter, patterns and samples of merchandise, addressed to the United States, a postage charge of four cents per each weight of two ounces or fraction of two ounces.

Letters, newspapers, and other articles of printed matter, patterns and samples of merchandise, fully prepaid, which may be received in either country from the other, shall be delivered free of all charge whatsoever.

Newspapers and all other kinds of printed matter, and patterns and samples of merchandise, are to be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs duty under revenue laws.

ARTICLE IV.

The United States office engages to grant the transit through the United States, as well as the conveyance by the United States mail-packets, of the correspondence in closed mails which the Queensland post-office may desire to transmit via the United States to British Columbia, the British North American provinces, the West Indies, Mexico, Central and South America, and at the following rates of United States transit-postage, viz :

For the United States territorial transit of closed mails from Queensland for Mexico, British Columbia, Canada, or other British North American provinces, when transmitted entirely by land-routes, six cents per ounce for letter-mails, and sixteen cents per pound for all kinds of printed matter.

For the United States territorial and sea transit of closed mails from Queensland for British Columbia or other British North American provinces, Mexico, Central and South America, or the West India Islands, when transmitted from the United States by sea, twenty-five cents per ounce for letter-mails, and twenty cents per pound for all kinds of printed matter.

The Queensland post office shall render an account to the United States post office, upon letter-bills to accompany each mail, of the weight of the letters, and also of the printed and other matter contained in such closed mails, forwarded to the United States for transmission to either of the above-named countries and colonies, and the accounts arising between the two offices on this class of correspondence shall be stated, adjusted, and settled quarterly, and the amounts of the United States transit-charges found due on such closed mails shall be promptly paid over by the Queensland post office to the United States post office in such manner as the Postmaster-General of the United States shall prescribe.

ARTICLE V.

Prepaid letters from foreign countries received in and forwarded from the United States to Queensland shall be delivered in said colony free of all charges whatsoever, and letters received in Queensland from the United States addressed to other colonies of Australia will be forwarded to destination subject to the same conditions as are applicable to correspondence originating in Queensland and addressed to those countries.

ARTICLE VI.

The two post-departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register-fee for each article shall be ten cents in the United States and fourpence in Queensland.

ARTICLE VII.

The two post-departments shall settle by agreement between them all measures of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

ARTICLE VIII.

Every fully prepaid letter dispatched from one country to the other shall be plainly stamped with the words "paid all," in *red ink*, on the right-hand upper corner of the address, in addition to the date-stamp of the office at which it was posted, and on insufficiently-paid letters the amount of the deficient postage shall be inscribed in *black ink*.

ARTICLE IX.

Dead letters, which cannot be delivered from whatsoever cause, shall be mutually returned, without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE X.

This convention shall come into operation on the 1st day of January, 1876, and shall be terminable at any time on a notice, by either office, of six months.

Done in duplicate and signed in Brisbane, the eighth day of December, in the year of our Lord one thousand eight hundred and seventy-five, and in Washington on the second day of February, one thousand eight hundred and seventy-six.

[SEAL.]

MARSHALL JEWELL,
Postmaster-General of the United States.
GEORGE THORN, JUNIOR,
Postmaster-General of Queensland.

Approved.

EWD. CAIRNS.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

U. S. GRANT.

By the President:

HAMILTON FISH,
Secretary of State.

WASHINGTON, *February 5, 1876.*

ADDITIONAL AGREEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE EMPIRE OF JAPAN, MODIFYING THE PROVISIONS OF THE POSTAL CONVENTION OF THE 6TH AUGUST 1873, AND ALSO OF THE AGREEMENT OF APRIL 26TH 1875 BETWEEN THE TWO COUNTRIES.

The undersigned being thereunto duly authorized by their respective Governments have agreed to modify the provisions of the Postal Convention between the United States and Japan, concluded the 6th day of August, A. D. 1873, or the 6th day of the 8th month of the 6th year of Meiji, and of the Agreement between the United States and Japan, signed at Washington the 26th day of April A. D. 1875, as follows :

1st. It is agreed that the second paragraph of Article III of the said Convention be so modified that the single rate of international letter postage shall be reduced to five cents in the United States and five sen in Japan, on each letter weighing fifteen grammes (one half ounce) or less, and an additional rate of five cents or five sen for each additional weight of fifteen grammes, (one half ounce) or fraction thereof.

Also that the Agreement between the United States and Japan, signed at Washington the 26th day of April A. D. 1875, relative to the international postage on newspapers and other printed matter, patterns and samples of merchandize exchanged between the two countries be so modified that the postage to be levied, collected, and retained by the Post Office of the country of origin shall be reduced to two cents in the United States and two sen in Japan on each newspaper not exceeding four ounces in weight, and two cents or sen for each weight of two ounces or fraction of two ounces on all other articles of printed matter, patterns and samples of merchandize.

2nd. It is further agreed, in view of the fact that the Japanese Government is about to establish a Postal Agency at Shanghai, China ; that the same rates of postage and conditions of exchange shall be applied to correspondence of every kind originating in said Japanese Postal Agency, and despatched through the exchange office of Yokohama to the United States or to foreign countries via the United States, as are applied to the correspondence similarly addressed, originating in the Empire of Japan.

3rd It is further agreed that the respective Japanese post offices of Yokohama, Hiogo, and Nagasaki may exchange correspondence by means of American or Japanese mail packets with the Japanese Postal Agency at Shanghai.

And it is also agreed, that the single rate of letter postage to be levied and collected at the United States Postal Agency at Shanghai on letters addressed to Japan, shall be five instead of six cents as stipulated in Article V of the Postal Convention between the two countries—and in like manner, a reduced single letter rate of five sen shall be levied and collected in Japan on letters for Shanghai when despatched in the mails to the United States Postal Agency at that port.

4th It is also hereby agreed that the provisions of Article V of the Postal Convention of August 6th 1873, as herein modified, shall continue in force until the 31st of December, 1876, the date of expiration of the existing contract between the United States and the Pacific Mail Steamship Company, for the mail service between Yokohama and Shanghai, touching at the ports of Hiogo and Nagasaki ; and that on and after January 1, 1877, its provisions shall apply only to such mails, if any, as shall after that date be exchanged between the Japanese post office at Yokohama, and the United States Postal Agency at Shanghai, by means

of mail packets under contract with the United States Post Office Department performing regular trips between the port of Yokohama, Japan, and the port of Shanghai, China.

This agreement shall be carried into operation on the 1st day of April A. D. 1876, or on the 1st day of the 4th month of the 9th year of Meiji.

Done in duplicate original and signed at Washington this eighth day of February one thousand eight hundred and seventy six, or the 8th day of the 2nd month of the 9th year of Meiji.

[L. S.]

MARSHALL JEWELL

Postmaster General of the United States.

YOSHIDA KIYONARI

*His Imperial Japanese Majesty's Envoy Extraordinary and
Minister Plenipotentiary to the United States of America.*

I hereby approve the foregoing Agreement, and in testimony thereof, I have caused the seal of the United States to be hereto affixed.

[L. S.]

U. S. GRANT.

By the President

HAMILTON FISH,

Secretary of State.

WASHINGTON, February 8th 1876.

Translation.

I hereby approve the foregoing Agreement and in testimony thereof I have caused the seal of the Empire of Japan to be affixed.

[L. S.]

MUTSUHITO.

The 31st day of the 3rd month of the 9th year, Meiji.

By order of His Majesty

TERASHIMA MUNENORI.

Minister for Foreign Affairs.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
BERMUDA.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles, establishing and regulating the exchange of correspondence between the United States of America and Bermuda:

ARTICLE I.

There shall be an exchange of mails between the United States of America and Bermuda, by such means of transportation as are now, or shall hereafter be, established with the approval of the respective Post Departments of the two countries, comprising letters, and manuscript subject by the laws of either country to letter rate of postage, newspapers, books, printed matter of every kind, sheets of music, engravings, lithographs, photographs, drawings, maps, and plans originating in either country and addressed to and deliverable in the other country.

Each office shall make its own arrangements for, and at its own cost pay the expense of, the intermediate sea transportation of the mails which it despatches to the other.

ARTICLE II.

New York shall be the office of exchange on the side of the United States, and Hamilton shall be the office of exchange on the side of Bermuda, for all mails transmitted between the two countries under this arrangement; and all mail matter transmitted in either direction between the respective offices of exchange shall be forwarded in closed bags or pouches, under seal, addressed to the corresponding exchange office.

The two Post Departments may at any time discontinue either of said offices of exchange or establish others.

ARTICLE III.

The standard weight for the single rate of postage and rule of progression shall be:

1. For letters or manuscripts subject by law to letter rate of postage, fifteen grammes, (one half ounce avoirdupois.)

2. For all other correspondence mentioned in the first article, that which each country shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration. But each country shall give notice to the other of the standard weight it adopts, and of any subsequent change thereof. The weight stated by the despatching exchange office shall always be accepted, except in cases of manifest error.

ARTICLE IV.

No accounts shall be kept between the Post Office Departments of the two countries, on the international correspondence, written or printed, exchanged between them; but each country shall levy, collect, and retain to its own use, the following postal charges, viz:

1. The rate of postage to be charged and collected in the United States on each prepaid letter or manuscript subject to letter postage, addressed to Bermuda, shall be five (5) cents United States currency, for each weight of fifteen grammes or fraction thereof; and the rate of postage to be charged and collected in Bermuda on each prepaid letter or manuscript subject to letter postage, addressed to the United States of America, shall be two pence, the same to be in each case in full of all charges whatever, to the place of destination in either country.

The charge on unpaid letters shall be double the rate levied in the country of destination on prepaid letters.

2. On all other articles of correspondence mentioned in the first article, the Post Departments of the United States and Bermuda may respectively levy, collect, and retain to their separate and exclusive use, such rates of postage adapted to their interior administration and to the cost of sea transportation, as they shall deem advisable; which rates shall, in like manner, be in full of all charges whatever, to the place of destination in either country. But each office shall give notice to the other of the rates it adopts for such correspondence, and of any subsequent change thereof. The maximum weight of such correspondence is fixed at 4 pounds.

Newspapers and other correspondence of the class referred to in the preceding paragraph, shall be sent in narrow bands, or covers open at the sides or ends, so that they may be easily examined; and packages of such correspondence shall be subject to the laws and regulations of each country in regard to their liability to pay customs duty, if contain-

ing dutiable goods; or to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations.

ARTICLE V.

Prepayment of postage of every description of article can be effected only by means of postage stamps or stamped envelopes valid in the country of origin.

The correspondence to be reciprocally exchanged, shall be impressed on the upper part of the address with a stamp indicating the place of origin and date of posting.

Unpaid or insufficiently paid letters, or manuscripts subject by law to letter rate of postage, shall, in addition, be impressed with the stamp T (tax to be paid), the application of which shall devolve upon the exchange office of the country of origin.

Every international letter, or manuscript subject to letter postage, which does not bear the stamp T, shall be considered as fully paid to destination, and treated accordingly, unless there be an obvious error.

When a letter, or any manuscript subject by law to letter postage, unpaid or insufficiently paid, shall be liable, by reason of its weight, to more than a single rate of postage, the despatching office shall indicate in the upper right-hand corner of the address, in ordinary figures, the number of rates to which it is liable.

When a letter shall be insufficiently prepaid by means of postage stamps, the despatching office shall indicate, in figures in black ink, placed by the side of the postage stamps, their total value expressed in the currency of the country of destination.

In case postage stamps may be used which are not of any value in the country of origin, no account shall be taken of them. This fact shall be indicated by the figure "0," placed by the side of the postage stamps.

The office of the country of destination shall charge the insufficiently paid letters with the amount of the deficient postage calculated at the rate of an unpaid letter of the same weight.

In case of need, fractions may be raised to the necessary unit of charge in force in the country of destination.

ARTICLE VI.

Letters, and other communications in manuscript, which, from any cause, cannot be delivered to their address, after the expiration of a proper period to effect their delivery shall be reciprocally returned every month, unopened and without charge, to the Post Office Department of the despatching country; but newspapers and all other articles of printed matter shall not be returned, but remain at the disposal of the receiving office.

Letters erroneously transmitted or wrongly addressed, shall be promptly returned to the despatching office without charge.

ARTICLE VII.

To accommodate the Bermuda Government, and at the same time maintain the condition that postage accounts shall not be kept between the two countries, the Post Office Department of the United States will forward, without charge, to the Canada frontier and *vice-versa*, such correspondence, in sealed bags of small weight and bulk, as the Bermuda Post Office may exchange directly with the Dominion of Canada, through the United States; but should the weight and bulk of such mails at any

time be deemed too great to justify this concession, the Post Office Department of the United States reserves the right to withdraw it, upon giving notice to that effect.

ARTICLE VIII.

Letters originating in foreign countries and addressed to the United States or to Bermuda respectively, on which the foreign and international postage charges are fully prepaid, shall, when forwarded in the mails of either country to the other, be delivered in the country of destination free of charge.

Official correspondence between the two Post Departments relating exclusively to the postal service, shall be exempt from postage charges.

ARTICLE IX.

Neither Post Department shall be required to deliver any article received in the mails, the circulation of which shall be prohibited by the laws in force in the country of destination. And any article subject, by the laws of either country, to customs duty or to confiscation, shall, when received in the mails from the other, be treated in accordance with the laws of the receiving country.

ARTICLE X.

The two Post Departments may provide for the transmission of registered articles in the mails exchanged between the two countries.

The registration fee for each article shall be ten cents in the United States and six pence in Bermuda.

ARTICLE XI.

The two Post Departments shall settle, by agreement between them, all measures of detail and arrangement required to carry this Convention into execution, and may modify the same, in like manner, from time to time, as the exigencies of the service may require.

ARTICLE XII.

This Convention shall come into operation on the first day of October, and shall be terminable at any time on a notice, by either office, of six months.

Done in duplicate and signed in Washington on the twenty-ninth day of August, 1876, and in Hamilton on the ninth day of August, 1876.

[SEAL.]

JAS. N. TYNER,

Postmaster-General of the United States.

J. H. LEFROY,

Major-General,

Governor and Commander-in-Chief of the Bermudas.

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

U. S. GRANT.

By the President:

W. HUNTER,

Acting Secretary of State.

WASHINGTON, *Sept. 4th*, 1876.

ADDITIONAL ARTICLE OF AGREEMENT BETWEEN THE POST-OFFICE
DEPARTMENTS OF THE UNITED STATES OF AMERICA AND NEW-
FOUNDLAND.

SOLE ARTICLE.

It is agreed that the single rate of international letter-postage, in full to destination, shall be five cents on each letter weighing half an ounce (15 grammes) or less, and an additional rate of five cents for each additional weight of half an ounce (15 grammes) or fraction thereof, the prepayment of which shall be compulsory at the office of mailing in either country.

This article shall take effect immediately, superseding the provisions of the second paragraph of article 3 of the Postal Convention of 20-30 November, 1872, which paragraph is hereby rescinded.

In witness whereof the Postmaster General of the United States of America and the Postmaster General of Newfoundland have hereto set their hands and affixed their seals at the date set opposite to each respectively.

[L. S.]

JAS. N. TYNER,

Postmaster General of the United States of America.

October 6, 1876.

JOHN DELANEY,

Postmaster General Newfoundland.

September 22, 1876.

I hereby approve the foregoing additional article, and in testimony thereof I have caused the seal of the United States to be affixed.

[L. S.]

U. S. GRANT.

By the President:

JOHN L. CADWALADER,

Acting Secretary of State, Washington.

SPECIAL ARRANGEMENT BETWEEN THE GENERAL POST-OFFICES OF THE
UNITED STATES AND THE UNITED KINGDOM, FIXING RATES OF TER-
RITORIAL TRANSIT-CHARGES ON BRITISH CLOSED MAILS CONVEYED
ACROSS THE AMERICAN CONTINENT BETWEEN BOSTON OR NEW YORK
AND SAN FRANCISCO.

Whereas Article X of the treaty concerning the formation of a general postal union, signed at Berne October 9, 1874, provides that the territorial transit-charges on the mails conveyed across the United States of America by the railways between New York and San Francisco shall continue to form the object of special arrangements between the post-offices concerned; and whereas the territorial transit-rates for the conveyance of correspondence in closed mails through the United States, fixed by the eleventh article of the postal convention of November 7-24, 1868, between the General Post-Office of the United States of America and the general post-office of the United Kingdom of Great Britain and Ireland, were, by a notice of one year, terminated on the 24th of August, 1876: The undersigned, being thereunto duly authorized by their respective governments and acting for and in behalf of the General Post-Offices of the United States and of the United Kingdom, respectively, do hereby agree that the territorial transit-charges to be paid by the British post-office to the United States Post-Office on the British

closed mails conveyed on and after the 24th of August, 1876, across the territory of the United States, between Boston or New York and San Francisco, shall be 6 francs per kilogramme of letters and 2 francs per kilogramme of newspapers, other printed matter, and patterns and samples of merchandise.

This agreement shall be terminable at any time on a notice by either office of one year.

In testimony whereof the undersigned have subscribed their names and affixed their seals hereto, at Washington, in duplicate original, this 6th day of October, 1876.

[SEAL.]

JAS. N. TYNER,
Postmaster-General of the United States.
EDW'D THORNTON,
Her Britannic Majesty's Minister.

Table showing the increase and decrease of post-offices in the several States and Territories ; also the number of post-offices at which appointments are made by the President and by the Postmaster-General for the year ended June 30, 1876.

States and Territories.	Whole number of post-offices in the United States June 30, 1875.	Whole number of post-offices in the United States June 30, 1876.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1875.	Number of postmasters appointed by the President June 30, 1876.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1875.	Number of postmasters appointed by the Postmaster-General June 30, 1876.	Increase.	Decrease.
Alabama.....	785	796	11	.....	17	17	.....	.....	768	779	11	.....
Alaska.....	2	2	.....	.....	.....	.....	.....	.....	2	2	.....	.....
Arizona.....	42	39	.....	3	3	3	.....	.....	39	36	.....	3
Arkansas.....	663	636	.....	27	9	9	.....	.....	654	627	.....	27
California.....	731	763	32	.....	32	35	3	.....	699	728	29	.....
Colorado.....	188	212	24	.....	9	12	3	.....	179	200	21	.....
Connecticut.....	435	444	9	.....	44	45	1	.....	391	399	8	.....
Dakota.....	133	148	15	.....	2	2	.....	.....	131	146	15	.....
Delaware.....	101	102	1	.....	6	6	.....	.....	95	96	1	.....
District of Columbia.....	6	6	.....	.....	2	2	.....	.....	4	4	.....	.....
Florida.....	206	222	16	.....	6	6	.....	.....	200	216	16	.....
Georgia.....	715	754	39	.....	23	23	.....	.....	692	731	39	.....
Idaho.....	68	74	6	.....	2	3	1	.....	66	71	5	.....
Illinois.....	1,865	1,887	22	.....	136	138	2	.....	1,739	1,749	10	.....
Indiana.....	1,494	1,523	29	.....	67	68	1	.....	1,427	1,455	28	.....
Indian Territory.....	.....	55	55	.....	.....	.....	.....	.....	55	55	.....	.....
Iowa.....	1,352	1,370	18	.....	80	84	4	.....	1,272	1,286	14	.....
Kansas.....	1,064	1,104	40	.....	38	38	.....	.....	1,096	1,066	40	.....
Kentucky.....	1,062	1,110	48	.....	28	28	.....	.....	1,034	1,082	48	.....
Louisiana.....	338	345	7	.....	6	6	.....	.....	332	339	7	.....
Maine.....	869	877	8	.....	28	28	.....	.....	841	849	8	.....
Maryland.....	606	619	13	.....	14	14	.....	.....	592	605	13	.....
Massachusetts.....	715	721	6	.....	100	102	2	.....	615	619	4	.....
Michigan.....	1,202	1,225	23	.....	70	70	.....	.....	1,132	1,155	23	.....
Minnesota.....	814	832	18	.....	23	23	.....	.....	791	809	18	.....
Mississippi.....	560	576	16	.....	21	21	.....	.....	539	555	16	.....
Missouri.....	1,525	1,510	.....	15	46	46	.....	.....	1,479	1,464	.....	15
Montana.....	100	94	.....	6	4	4	.....	.....	96	94	.....	6
Nebraska.....	559	584	25	.....	14	15	1	.....	545	569	24	.....
Nevada.....	88	92	4	.....	9	9	.....	.....	79	83	4	.....
New Hampshire.....	434	436	2	.....	23	23	.....	.....	411	413	2	.....
New Jersey.....	654	655	1	.....	46	47	1	.....	608	608	.....	.....
New Mexico.....	66	72	6	.....	3	3	.....	.....	63	69	6	.....
New York.....	2,815	2,835	20	.....	179	182	3	.....	2,636	2,653	17	.....
North Carolina.....	1,045	1,134	89	.....	13	13	.....	.....	1,032	1,121	89	.....
Ohio.....	2,164	2,189	25	.....	113	113	.....	.....	2,051	2,076	25	.....
Oregon.....	268	291	23	.....	6	6	.....	.....	262	285	23	.....
Pennsylvania.....	3,113	3,155	42	.....	132	131	.....	1	2,981	3,024	43	.....
Rhode Island.....	104	104	.....	.....	11	11	.....	.....	93	93	.....	.....
South Carolina.....	460	496	36	.....	13	13	.....	.....	447	483	36	.....
Tennessee.....	1,046	1,076	30	.....	19	19	.....	.....	1,027	1,057	30	.....
Texas.....	861	908	47	.....	30	30	.....	.....	831	878	47	.....
Utah.....	171	171	.....	.....	3	3	.....	.....	168	168	.....	.....
Vermont.....	484	482	4	.....	21	21	.....	.....	463	467	4	.....
Virginia.....	1,404	1,441	37	.....	24	24	.....	.....	1,380	1,417	37	.....
Washington.....	155	148	.....	7	3	3	.....	.....	152	145	.....	7
West Virginia.....	746	774	28	.....	10	10	.....	.....	736	764	28	.....
Wisconsin.....	1,229	1,244	15	.....	56	56	.....	.....	1,173	1,188	15	.....
Wyoming.....	40	44	4	.....	3	3	.....	.....	37	41	4	.....
Total.....	35,547	36,383	894	58	1,547	1,568	22	1	34,000	34,815	873	58

Total operations of the appointment-office for the year ended June 30, 1876.

States and Territories.	Post-offices.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments or change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama.....	65	54	9	7	151	45	8	332
Alaska.....	6	9	3	3	7		1	26
Arizona.....	83	59	12	2	125	33	7	319
Arkansas.....	68	36	20	12	132	14	7	277
California.....	37	13	8	7	62	5	2	127
Colorado.....	11	2	9	1	36	3	4	65
Connecticut.....	24	9	1		38	8	3	83
Dakota.....	2	1	3	3	10		1	17
Delaware.....	31	15	5	2	48	13	3	115
District of Columbia.....	71	32	7	5	123	18	6	257
Florida.....	10	4			11	1		26
Georgia.....	80	58	25	24	315	33	19	530
Idaho.....	63	34	10	7	314	35	20	476
Illinois.....	10	6	2	1	8	4	1	31
Indiana.....	63	45	17	8	217	49	7	398
Indian Territory.....	78	38	37	23	250	35	11	449
Iowa.....	83	35	9	5	159	45	8	339
Kansas.....	31	24	6	4	62	25	2	150
Kentucky.....	13	5	4	2	55	5	11	93
Louisiana.....	27	14	11	7	82	5	4	143
Maine.....	7	1	7		23	7	1	46
Maryland.....	50	27	14	7	158	28	8	285
Massachusetts.....	47	29	10	7	132	29	1	248
Michigan.....	40	24	5	4	105	24	6	204
Minnesota.....	77	22	19	5	249	81	17	535
Mississippi.....	6	12	3		15	9		45
Missouri.....	57	32	14	12	98	27	2	230
Montana.....	5	1	1	1	8	6	1	22
Nebraska.....	5	3			35	7	4	54
Nevada.....	8	7	6		37	15	6	79
New Hampshire.....	10	4	1		16	7	3	41
New Jersey.....	40	20	15	6	221	70	30	396
New Mexico.....	138	49	15	12	142	48	12	404
New York.....	39	14	14	9	278	81	21	447
North Carolina.....	38	15	8	6	68	4	2	135
Ohio.....	80	38	36	18	299	83	36	572
Oregon.....	1	1	1		7	2	1	13
Pennsylvania.....	56	20	5	1	84	6		171
Rhode Island.....	98	68	9	5	156	23	12	366
South Carolina.....	95	48	10	5	239	31	16	439
Tennessee.....	6	6	1	1	19	7	3	42
Texas.....	5	1	7	6	33	14	2	62
Utah.....	100	63	20	3	180	26	11	400
Vermont.....	9	16	5	4	39	1		70
Virginia.....	72	44	6	2	99	12	6	239
Washington.....	42	27	14	13	176	20	6	285
West Virginia.....	6	2	2	1	19	1	1	31
Wisconsin.....								
Wyoming.....								
Total.....	1,993	1,157	446	251	5,140	1,045	333	10,114

Statement of the operations of the free-delivery

Post-offices.	Number of carriers in service June 30, 1876.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Albany, N. Y.	25	2, 471, 979	244, 567	279, 990	173, 603	3, 962	1, 022, 640
Allegheny, Pa.	11	960, 459	89, 611	120, 427	39, 358	2, 795	652, 400
Atlanta, Ga.	6	646, 415	108, 454	32, 485	38, 767	9, 133	248, 252
Baltimore, Md.	62	5, 484, 974	544, 093	940, 799	553, 287	23, 861	1, 854, 897
Bangor, Me.	4	258, 727	41, 592	16, 651	5, 858	3, 797	144, 283
Boston, Mass.	154	10, 401, 673	1, 673, 978	4, 423, 901	1, 511, 184	73, 120	4, 644, 713
Bloomington, Ill.	6	393, 318	95, 505	32, 449	16, 617	2, 272	243, 340
Brooklyn, N. Y.	89	4, 668, 435	743, 405	1, 098, 752	592, 869	18, 792	2, 662, 167
Buffalo, New York.	34	3, 486, 200	314, 603	369, 604	239, 189	29, 315	1, 892, 333
Burlington, Iowa.	6	554, 861	73, 527	36, 689	29, 627	2, 482	445, 244
Camden, N. J.	6	448, 371	78, 465	54, 799	32, 300	1, 085	259, 549
Charleston, S. C.	8	430, 492	55, 601	46, 179	27, 558	2, 699	241, 138
Chicago, Ill.	157	16, 788, 399	2, 143, 540	2, 906, 115	1, 332, 709	137, 569	4, 631, 757
Cincinnati, Ohio.	72	6, 475, 708	719, 581	1, 135, 652	585, 684	23, 240	1, 715, 018
Cleveland, Ohio.	32	3, 568, 666	666, 646	488, 627	229, 187	34, 465	1, 689, 106
Columbus, Ohio.	12	841, 005	150, 916	71, 682	47, 079	3, 811	464, 702
Covington, Ky.	4	247, 943	34, 034	14, 316	4, 216	942	163, 170
Davenport, Iowa.	7	463, 816	86, 277	30, 818	19, 841	2, 002	313, 266
Dayton, Ohio.	12	1, 045, 370	161, 922	122, 626	65, 010	8, 755	589, 288
Des Moines, Iowa.	6	510, 673	104, 695	49, 307	26, 920	3, 128	314, 643
Detroit, Mich.	31	4, 471, 074	667, 318	480, 192	150, 433	33, 748	2, 008, 921
Dubuque, Iowa.	5	438, 051	87, 592	32, 409	20, 139	2, 991	304, 760
Easton, Pa.	6	660, 856	114, 369	43, 844	14, 117	1, 220	303, 378
Elizabeth, N. J.	6	469, 828	68, 899	72, 044	16, 836	1, 065	358, 932
Elmira, N. Y.	6	674, 920	105, 862	44, 730	23, 137	3, 447	289, 397
Erie, Pa.	7	596, 295	42, 735	50, 361	32, 684	711	429, 297
Evanville, Ind.	7	535, 997	91, 696	18, 654	23, 047	2, 717	329, 909
Fall River, Mass. * ..	4	327, 004	27, 814	35, 176	12, 700	786	294, 050
Fort Wayne, Ind.	7	802, 366	89, 912	96, 317	48, 070	2, 607	623, 223
Grand Rapids, Mich.	8	968, 799	160, 769	109, 396	42, 817	5, 409	575, 359
Harrisburgh, Pa.	6	350, 068	60, 988	26, 473	13, 989	820	271, 361
Hartford, Conn.	11	884, 462	157, 353	192, 719	89, 452	2, 501	625, 406
Hoboken, N. J.	4	235, 138	40, 804	16, 072	91, 262	1, 213	80, 169
Indianapolis, Ind.	28	2, 925, 542	387, 378	281, 473	166, 320	24, 851	1, 170, 732
Jersey City, N. J.	14	1, 262, 889	89, 903	117, 405	66, 179	2, 651	414, 570
Kansas City, Mo.	11	1, 533, 137	173, 305	88, 374	55, 057	7, 560	757, 024
La Fayette, Ind.	5	331, 319	73, 454	28, 714	6, 810	1, 181	231, 535
Lancaster, Pa.	5	513, 389	67, 090	23, 694	16, 000	1, 279	266, 384
Lawrence, Mass.	8	656, 055	56, 810	38, 101	45, 013	887	368, 586
Leavenworth, Kans.	5	330, 972	62, 182	16, 361	11, 165	1, 545	237, 622
Louisville, Ky.	30	2, 835, 060	457, 916	300, 596	255, 063	16, 502	1, 133, 347
Lowell, Mass.	10	664, 068	90, 434	68, 477	39, 226	1, 649	312, 349
Lynn, Mass.	7	522, 844	92, 090	35, 463	45, 401	420	259, 573
Manchester, N. H.	5	536, 385	87, 269	30, 942	33, 518	2, 544	482, 844
Memphis, Tenn.	13	1, 366, 221	156, 879	101, 355	46, 097	10, 326	400, 190
Milwaukee, Wis.	26	3, 253, 376	242, 136	248, 636	230, 238	17, 898	822, 609
Minneapolis, Minn.	9	633, 754	64, 861	68, 484	34, 557	2, 342	531, 239
Mobile, Ala.	6	269, 371	33, 327	22, 958	9, 781	820	309, 280
Nashville, Tenn.	10	1, 012, 479	152, 202	73, 026	44, 261	9, 661	620, 206
Newark, N. J.	24	1, 831, 716	320, 407	396, 968	181, 856	10, 006	844, 707
New Bedford, Mass.	7	665, 178	54, 134	35, 395	21, 511	726	363, 950
New Haven, Conn.	14	824, 689	105, 032	123, 350	55, 058	1, 711	652, 792
New Orleans, La.	47	1, 559, 838	147, 575	173, 861	180, 148	8, 948	791, 176
New York, N. Y.	429	34, 144, 052	3, 913, 615	21, 070, 850	5, 860, 871	234, 931	8, 545, 051
Norfolk, Va.	6	551, 975	70, 426	35, 029	25, 960	1, 047	194, 414
Omaha, Nebr.	6	561, 396	83, 437	44, 947	23, 349	4, 262	329, 455
Oswego, N. Y.	6	402, 513	62, 992	30, 912	11, 609	1, 187	191, 148
Pateron, N. J.	7	422, 277	43, 342	53, 080	22, 409	1, 407	252, 700
Peoria, Ill.	8	606, 575	123, 268	37, 541	22, 556	2, 687	307, 997
Petersburgh, Va.	5	367, 740	45, 577	18, 967	9, 466	2, 117	164, 186
Philadelphia, Pa.	247	20, 413, 437	2, 514, 511	11, 315, 781	3, 368, 066	78, 256	10, 914, 146
Pittsburgh, Pa.	34	2, 377, 897	214, 786	473, 887	158, 918	8, 239	1, 143, 381
Portland, Me.	10	610, 490	109, 186	55, 403	53, 977	1, 830	553, 363
Pottsville, Pa.	4	268, 347	45, 731	28, 400	9, 500	836	261, 810
Poughkeepsie, N. Y.	6	585, 457	54, 435	52, 786	47, 825	1, 117	461, 359
Providence, R. I.	20	1, 058, 067	138, 303	296, 095	72, 543	2, 460	555, 764
Quincy, Ill.	7	490, 041	105, 292	32, 531	23, 554	3, 747	439, 204
Reading, Pa.	9	670, 108	87, 671	58, 956	36, 817	1, 485	392, 612
Richmond, Va.	16	1, 245, 563	189, 167	91, 160	71, 557	8, 549	499, 760
Rochester, N. Y.	23	2, 598, 938	146, 718	193, 281	170, 262	10, 427	1, 100, 721
Saint Joseph, Mo.	7	678, 435	102, 794	38, 259	23, 262	5, 003	503, 131
Saint Louis, Mo.	107	9, 614, 250	1, 068, 578	1, 273, 709	876, 448	66, 949	3, 742, 720

* Eight carriers at this office until October 1, 1875, and seven until June 1, 1876.

REPORT OF THE POSTMASTER-GENERAL.

185.

system for the year ended June 30, 1876.

Letters.	Collected.		Pieces handled.		Cost of service, (including incidental expenses.)			Postage on local matter.
	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
						<i>Mills.</i>		
1, 733, 746	225, 272	217, 056	6, 372, 815	254, 913	\$21, 083 63	3. 31	\$243 34	\$8, 715 05
681, 422	72, 101	63, 666	2, 692, 299	244, 754	8, 885 68	3. 30	807 79	3, 256 19
459, 561	124, 161	41, 525	1, 705, 693	284, 782	4, 354 00	2. 55	725 67	1, 697 44
6, 477, 733	1, 078, 422	351, 946	17, 510, 982	279, 209	57, 455 96	3. 32	928 55	30, 354 55
364, 481	73, 825	31, 374	939, 586	234, 897	3, 447 30	3. 56	861 62	1, 093 98
16, 504, 786	2, 957, 651	2, 964, 221	45, 155, 287	293, 216	122, 822 71	2. 72	797 59	149, 276 75
223, 684	73, 842	24, 556	1, 104, 583	184, 097	4, 520 95	4. 09	753 49	1, 447 27
3, 369, 283	803, 965	374, 459	14, 332, 127	161, 035	81, 133 39	5. 66	911 61	45, 373 25
2, 149, 683	423, 460	236, 593	9, 140, 980	268, 858	32, 254 36	3. 52	948 66	12, 224 48
476, 353	87, 089	170, 955	1, 676, 627	312, 805	4, 272 84	2. 28	712 14	1, 222 43
244, 640	52, 052	32, 946	1, 204, 207	200, 701	4, 529 52	3. 76	754 92	1, 768 16
353, 347	58, 359	42, 344	1, 257, 717	157, 215	5, 822 43	4. 67	735 30	2, 369 22
18, 976, 744	4, 329, 318	4, 338, 570	55, 584, 721	354, 043	142, 336 67	2. 56	906 54	78, 012 57
3, 902, 439	768, 863	334, 585	15, 650, 770	217, 372	65, 799 18	4. 90	913 88	47, 636 17
2, 694, 269	700, 362	295, 352	10, 366, 680	323, 959	30, 536 41	2. 83	948 64	17, 366 72
623, 322	162, 024	49, 617	2, 414, 158	201, 180	9, 558 97	3. 96	796 58	3, 482 84
112, 608	15, 572	8, 302	601, 103	150, 276	2, 761 70	4. 59	690 42	675 28
267, 075	66, 468	22, 277	1, 276, 840	182, 406	5, 028 38	4. 41	804 05	1, 335 60
905, 849	245, 993	367, 634	3, 512, 447	292, 704	9, 656 46	2. 75	804 70	2, 647 12
341, 599	74, 666	42, 758	1, 468, 389	244, 732	4, 959 30	3. 37	826 55	1, 932 74
2, 156, 331	440, 832	231, 206	10, 640, 057	343, 228	28, 478 24	2. 68	918 65	11, 855 20
441, 530	126, 548	54, 475	1, 502, 495	300, 499	3, 779 40	2. 51	755 88	1, 018 85
544, 396	101, 168	315, 287	2, 098, 635	349, 773	4, 754 74	2. 96	792 46	1, 303 69
268, 696	43, 294	25, 607	1, 319, 201	219, 867	4, 790 70	3. 63	798 45	1, 666 24
254, 621	59, 891	24, 021	1, 480, 026	246, 671	4, 568 90	3. 09	761 48	1, 716 90
272, 718	50, 827	31, 126	1, 606, 754	215, 251	6, 204 87	4. 12	886 41	1, 942 28
360, 110	97, 042	30, 913	1, 490, 085	212, 869	5, 165 25	3. 45	737 89	833 00
184, 444	17, 365	31, 689	931, 028	232, 757	4, 483 87	4. 62	1, 120 97	1, 929 88
773, 169	111, 415	97, 213	2, 680, 552	382, 936	5, 163 10	1. 92	737 59	4, 249 31
726, 949	128, 817	55, 140	2, 772, 455	346, 557	5, 933 26	2. 14	741 66	3, 820 92
140, 994	28, 808	14, 409	906, 910	151, 152	4, 519 43	4. 98	753 24	1, 547 46
544, 643	95, 347	65, 992	2, 657, 875	241, 625	8, 730 77	3. 28	793 70	6, 926 76
107, 507	23, 901	6, 199	532, 265	133, 066	3, 006 92	5. 67	751 73	705 66
1, 588, 270	367, 357	177, 262	7, 089, 185	253, 185	23, 198 41	3. 27	828 51	11, 577 75
534, 368	68, 871	68, 477	2, 624, 313	187, 451	11, 455 33	4. 36	818 24	4, 198 48
806, 905	151, 723	101, 581	3, 474, 566	315, 870	8, 914 60	2. 56	810 42	6, 987 66
121, 338	52, 226	17, 887	956, 464	191, 293	3, 303 14	3. 45	660 63	845 23
132, 538	25, 739	34, 964	1, 081, 277	216, 255	3, 907 90	3. 61	781 58	821 91
604, 985	72, 370	43, 015	1, 885, 822	235, 728	6, 586 52	4. 39	823 31	1, 696 68
281, 404	45, 906	27, 226	1, 014, 389	202, 878	3, 314 20	3. 26	662 84	690 43
1, 534, 998	475, 714	227, 492	7, 236, 688	241, 232	27, 336 14	3. 64	912 87	9, 745 44
706, 415	96, 998	48, 353	2, 025, 969	202, 597	7, 470 13	2. 33	747 01	3, 622 04
345, 212	82, 727	35, 167	1, 418, 897	202, 700	6, 388 78	4. 50	912 68	1, 611 80
302, 071	73, 892	111, 172	1, 660, 637	332, 127	6, 199 93	3. 73	1, 239 99	1, 251 85
762, 539	113, 427	91, 982	3, 049, 016	234, 540	9, 808 44	3. 22	745 50	2, 610 87
1, 717, 172	339, 159	209, 215	7, 080, 439	272, 325	24, 933 28	3. 38	958 97	15, 008 37
499, 977	90, 867	54, 095	1, 990, 176	220, 020	7, 260 90	3. 66	806 77	3, 337 18
489, 580	68, 615	131, 374	1, 275, 376	212, 563	3, 857 32	3. 02	642 89	1, 839 40
560, 058	117, 764	87, 051	2, 676, 708	267, 671	9, 072 83	3. 39	907 28	2, 538 00
1, 032, 899	204, 398	124, 163	4, 947, 320	206, 138	22, 062 06	4. 46	919 25	11, 250 77
309, 089	48, 200	14, 444	1, 512, 717	216, 102	5, 569 31	3. 68	795 62	1, 865 39
733, 566	77, 913	68, 431	2, 642, 542	188, 753	11, 850 50	4. 48	846 46	10, 162 58
2, 224, 988	379, 834	679, 531	6, 245, 899	132, 891	39, 928 55	6. 39	849 54	10, 626 59
57, 562, 359	6, 896, 415	4, 812, 111	143, 040, 255	233, 427	375, 368 26	2. 62	874 98	993, 240 22
519, 968	113, 808	50, 195	1, 621, 242	270, 307	4, 492 90	2. 77	748 82	1, 671 88
378, 448	78, 142	31, 106	1, 475, 542	245, 924	4, 639 63	3. 14	773 30	2, 639 87
294, 390	53, 564	25, 866	1, 072, 181	178, 697	4, 708 27	4. 39	784 71	2, 913 84
262, 572	43, 614	28, 228	1, 123, 629	161, 376	5, 611 82	4. 61	801 69	1, 713 40
579, 655	155, 622	61, 098	1, 868, 999	235, 875	6, 188 14	3. 22	773 52	1, 461 57
285, 580	51, 177	23, 682	967, 502	193, 500	3, 495 54	3. 61	699 11	544 83
26, 900, 635	4, 649, 993	4, 837, 424	84, 992, 249	344, 098	231, 645 61	2. 72	937 84	294, 322 29
1, 774, 105	283, 689	189, 225	6, 625, 127	194, 857	27, 728 24	4. 18	815 54	18, 105 52
825, 623	169, 799	90, 462	2, 470, 133	247, 013	8, 783 95	3. 55	878 39	3, 525 85
142, 410	26, 844	49, 661	833, 539	208, 385	2, 895 20	3. 47	723 80	1, 087 14
639, 367	100, 824	138, 034	2, 081, 204	346, 867	4, 341 54	2. 08	725 59	1, 884 93
567, 222	78, 155	21, 240	2, 789, 849	139, 492	16, 584 45	5. 09	829 22	13, 749 14
311, 423	97, 911	41, 503	1, 545, 206	220, 744	5, 727 78	3. 61	818 25	1, 429 44
381, 602	68, 802	34, 239	1, 732, 292	192, 477	7, 496 97	4. 33	833 00	2, 035 62
910, 122	177, 274	103, 322	3, 306, 475	206, 656	12, 527 51	3. 78	782 97	3, 532 05
2, 321, 869	161, 809	171, 817	6, 875, 835	298, 949	17, 940 62	2. 60	780 03	10, 015 90
473, 193	116, 746	113, 187	2, 054, 030	293, 433	4, 899 20	2. 38	699 89	2, 154 38
7, 031, 849	1, 411, 819	1, 951, 020	27, 043, 402	252, 742	98, 539 92	3. 64	920 93	38, 164 59.

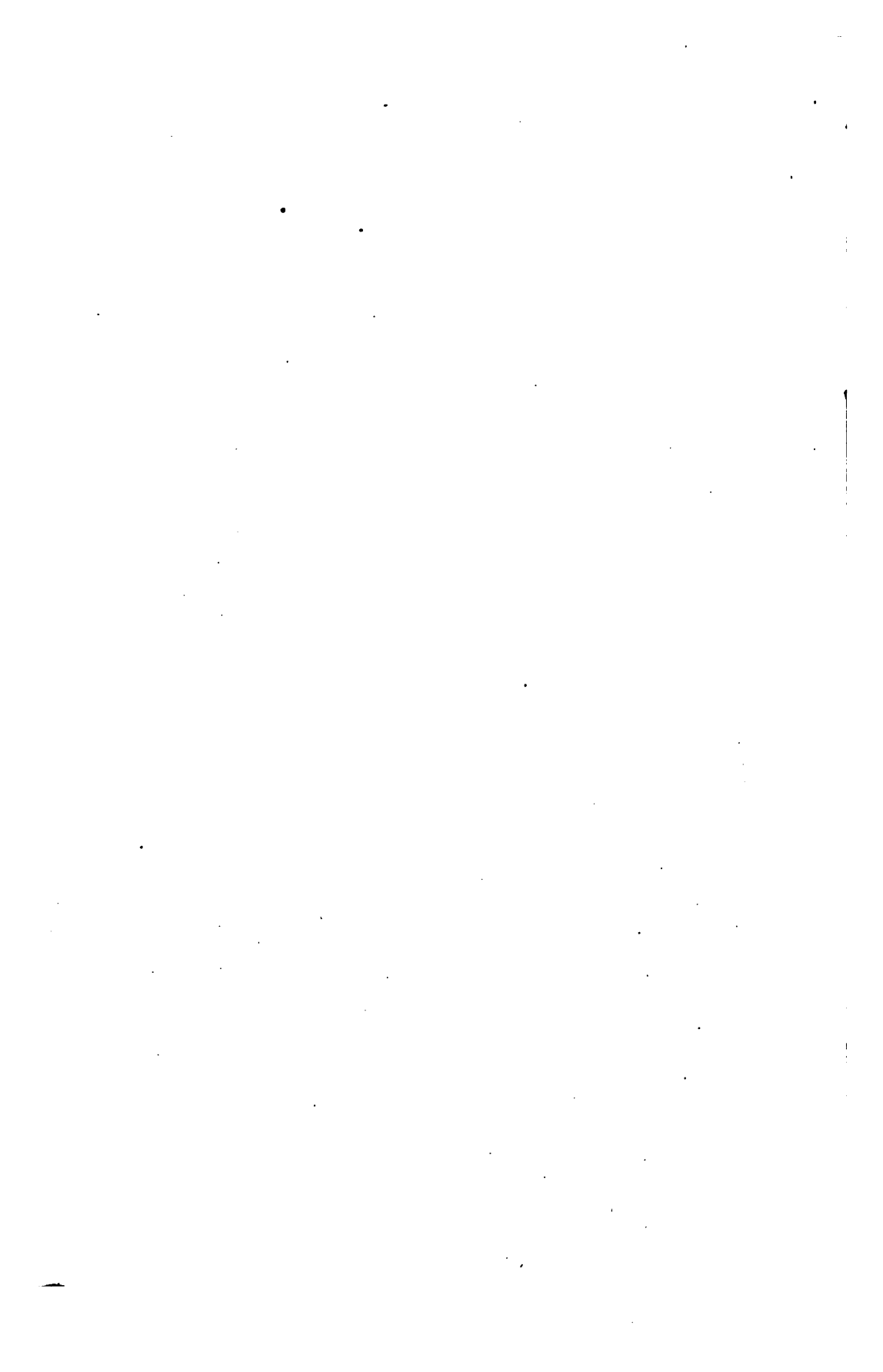
† Seven carriers at this office until June 1, 1876.

Statement of the operations of the free-delivery system

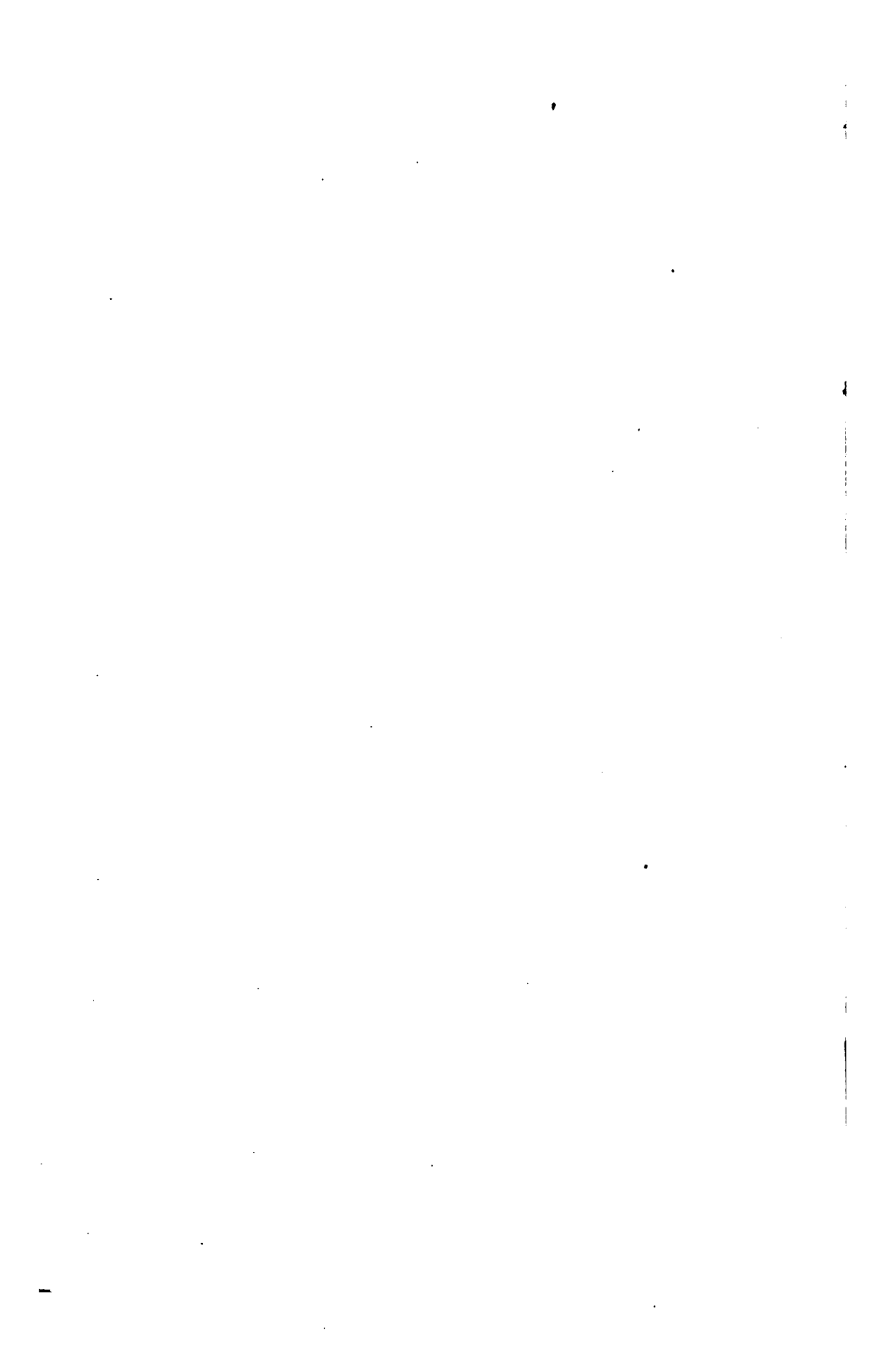
Post-offices.	Number of carriers in service June 30, 1876.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Saint Paul, Minn.....	10	886,488	173,472	54,251	40,940	9,608	578,402
Salem, Mass.....	6	355,974	54,310	36,913	32,171	8	315,131
San Francisco, Cal.....	42	3,099,257	216,532	1,222,402	612,008	11,399	1,340,611
Savannah, Ga.....	6	484,197	81,797	70,720	19,687	2,294	229,314
Springfield, Mass.....	8	798,839	108,000	104,387	32,770	1,232	308,980
Springfield, Ill.....	5	378,400	74,476	22,881	15,943	1,298	231,219
Syracuse, N. Y.....	17	1,787,567	234,266	177,002	135,151	7,291	902,883
Toledo, Ohio.....	15	1,419,327	135,019	118,719	87,411	6,170	613,473
Trenton, N. J.....	6	421,376	45,742	40,305	21,681	899	258,554
Troy, N. Y.....	15	1,727,519	241,262	197,318	90,841	3,819	803,995
Utica, N. Y.....	13	1,105,397	192,150	120,063	60,078	5,215	512,143
Washington, D. C.....	37	2,611,478	213,434	344,711	132,438	6,999	1,341,801
Wheeling, W. Va.....	6	666,979	121,727	41,073	19,953	6,628	352,613
Wilmington, Del.....	10	647,153	86,773	73,776	43,956	1,704	317,253
Worcester, Mass.....	11	706,310	108,485	96,610	72,418	31	348,825
Total aggregates and averages.....	2,269	189,659,443	23,952,381	53,773,953	19,963,290	1,069,693	80,675,040
Salary of special agents of the Post-Office Department paid out of appropriations for letter-carriers							
Total.....							

for the year ended June 30, 1876—Continued.

Collected.			Pieces handled.		Cost of service, (including incidental expenses.)			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
739, 090	157, 442	73, 965	2, 706, 588	270, 659	\$7, 462 42	2. 75	\$746 24	\$2, 725 09
279, 496	53, 770	44, 223	1, 171, 996	195, 333	5, 211 68	4. 45	868 61	1, 540 63
4, 945, 292	683, 634	838, 059	12, 969, 187	308, 790	41, 307 98	3. 26	983 52	65, 525 76
421, 596	69, 398	34, 092	1, 413, 085	235, 504	4, 197 00	2. 21	687 83	2, 680 29
456, 651	81, 747	49, 493	1, 942, 029	242, 754	6, 121 85	3. 15	765 93	2, 822 49
223, 669	62, 540	58, 364	1, 068, 790	213, 758	3, 685 35	3. 44	737 07	959 17
1, 093, 933	218, 634	165, 640	4, 722, 367	277, 786	14, 188 53	3. 00	834 62	5, 331 45
1, 196, 025	274, 453	196, 733	4, 049, 330	269, 855	12, 637 77	3. 12	842 52	4, 785 76
347, 375	47, 266	33, 104	1, 216, 302	202, 717	4, 656 24	3. 82	776 04	1, 759 68
1, 412, 358	203, 315	334, 116	5, 014, 544	334, 303	12, 056 37	2. 40	803 76	5, 717 05
887, 630	167, 747	95, 706	3, 170, 322	244, 333	11, 094 00	3. 49	853 39	3, 943 31
1, 823, 325	222, 642	264, 976	6, 963, 064	186, 703	34, 929 55	5. 00	944 04	20, 226 41
558, 186	108, 916	62, 434	1, 838, 569	323, 085	4, 322 76	2. 23	720 46	1, 349 81
307, 153	76, 790	15, 339	1, 569, 899	156, 990	8, 012 73	5. 10	801 27	2, 703 26
444, 549	92, 492	45, 612	1, 915, 332	174, 121	9, 323 31	4. 86	847 57	5, 784 39
200, 280, 079	33, 950, 503	28, 453, 066	631, 777, 473	.....	1, 976, 486 85	3. 13	.....	2, 065, 561 73
from July 1, 1875	.....	.....	.....	.....	4, 699 66	.....	.....	.....
.....	.....	.....	.....	.....	1, 981, 186 51	.....	.....	.....



ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
TO THE POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1876.



OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 23, 1876.

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post-Office Department, together with the operations of this office in connection therewith, for the fiscal year ended June 30, 1876.

Collection of post-office revenues.

The number of post-offices in operation during the year was 36,495 which are classified, under the regulations adopted for the government of the Department, chapter 25, sections 352 to 368, inclusive, as follows: special offices, depositing offices, depository and draft offices, and collection offices.

The following-named offices are denominated depositories or draft offices, and are required by the Postmaster-General to receive and retain, subject to the drafts of the Department, the funds of certain adjacent offices, as well as the revenues of their own, viz:

Adrian, Mich., J. H. Fee.
Albany, N. Y., J. F. Smyth.
Albia, Iowa, J. H. Morris.
Atlanta, Ga., Benj. Conley.
Auburn, N. Y., J. B. Richardson.
Augusta, Me., H. H. Hamlin.
Austin, Tex., H. B. Kinney.
Bangor, Me., A. B. Farnham.
Batavia, N. Y., Wm. Tyrrell.
Bay City, Mich., T. C. Phillips.
Binghamton, N. Y., E. B. Stephens.
Burlington, Vt., B. J. Derby.
Charleston, Ill., J. A. Miles.
Cleveland, Ohio, N. B. Sherwin.
Columbus, Ohio, J. M. Comly.
Concord, N. H., J. E. Larkin.
Decorah, Iowa, A. K. Bailey.
Denver, Colo., E. C. Sumner.
Des Moines, Iowa, J. S. Clark.
Detroit, Mich., J. H. Kaple.
Dubuque, Iowa, G. L. Torbert.
East Saginaw, Mich., T. Saylor.
Elmira, N. Y., C. G. Fairman.
Evansville, Ind., T. R. McFerson.
Fort Dodge, Iowa, N. M. Page.
Fort Wayne, Ind., J. J. Kamm.
Grand Rapids, Mich., A. B. Turner.
Harrisburgh, Pa., M. W. McAlarey.
Hartford, Conn., J. H. Burnham.
Houghton, Mich., F. A. Douglas.
Houston, Tex., T. H. Scanlon.
Huntsville, Ala., J. D. Sibley.
Indianapolis, Ind., W. R. Holloway.
Iowa City, Iowa, M. H. Brainerd.
Jacksonville, Fla., M. Govin.
Jamestown, N. Y., A. M. Clark.
Kalamazoo, Mich., L. B. Kendall.
Keene, N. H., A. Smith.
Keokuk, Iowa, J. C. Parrott.
Knoxville, Tenn., Wm. Rule.

La Fayette, Ind., J. L. Miller.
Lansing, Mich., S. D. Bingham.
Leavenworth, Kans., D. R. Anthony.
Lexington, Ky., H. K. Milward.
Lima, Ohio, C. Parmenter.
Louisville, Ky., L. M. Porter.
Madison, Wis., E. W. Keyes.
Malone, N. Y., J. J. Seaver.
Marquette, Mich., S. M. Billings.
Marshalltown, Iowa, E. N. Chapin.
Meadville, Pa., L. D. Williams.
Memphis, Tenn., J. Deloach.
Milwaukee, Wis., H. C. Payne.
Mobile, Ala., T. C. Bingham.
Montgomery, Ala., J. J. Martin.
Montpelier, Vt., J. W. Clark.
Mount Pleasant, Iowa, G. W. McAdam.
Nashville, Tenn., H. W. Hasslock.
Newark, N. J., W. Ward.
New Bedford, Mass., T. Coggeshall.
New Haven, Conn., N. D. Sperry.
Norwich, N. Y., E. B. Barrett.
Ogdensburgh, N. Y., R. G. Pettibone.
Olean, N. Y., J. G. Johnson.
Omaha, Nebr., C. E. Yost.
Peoria, Ill., J. S. Stevens.
Pittsburgh, Pa., E. C. Negley.
Plattsburgh, N. Y., H. S. Ransom.
Portland, Me., C. W. Goddard.
Portsmouth, N. H., E. G. Pierce.
Portsmouth, Ohio, L. Adair.
Providence, R. I., C. R. Brayton.
Raleigh, N. C., W. W. Holden.
Richmond, Va., E. L. Van Lew.
Rochester, N. Y., D. T. Hunt.
Rutland, Vt., A. H. Tuttle.
Saint Albans, Vt., B. D. Hopkins.
Saint Johnsbury, Vt., C. P. Carpenter.
Saint Paul, Minn., David Day.
Sandusky, Ohio, J. M. Boalt.

Savannah, Ga., J. G. Clark.
 Scranton, Pa., J. A. Scranton.
 Springfield, Ill., J. L. Crane.
 Steubenville, Ohio, J. M. Reed.
 Springfield, Mass., H. C. Lee.
 Syracuse, N. Y., A. C. Chase.
 Taunton, Mass., E. E. Fuller.
 Terre Haute, Ind., N. Fillbeck.
 Toledo, Ohio, P. H. Darling.
 Towanda, Pa., S. W. Alvord.

Urbana, Ohio, D. C. Hitt.
 Utica, N. Y., C. H. Hopkins.
 Watertown, N. Y., W. G. Williams.
 Wellsborough, Pa., G. W. Merrick.
 Wheeling, W. Va., C. J. Rawling.
 Williamsport, Pa., R. Hawley.
 Winona, Minn., D. Sinclair.
 Wooster, Ohio, A. S. McClure.
 Worcester, Mass., J. Pickett.
 Zanesville, Ohio, J. C. Douglas.

The following officers receive and retain, subject to the warrants of the Post-Office Department, the funds of such post-offices as are instructed to deposit in their hands, viz:

The Treasurer of the United States, at Washington, D. C.—The Assistant Treasurers of the United States at

New York, N. Y.
 Baltimore, Md.
 New Orleans, La.
 Cincinnati, Ohio.
 Saint Louis, Mo.

Philadelphia, Pa.
 Boston, Mass.
 Charleston, S. C.
 Chicago, Ill.
 San Francisco, Cal.

One hundred post-offices are draft offices, and during the year paid 19,446 drafts, issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$1,668,000 14
Twenty-six hundred and sixty-six are deposit offices, a portion of which during the year deposited with the Treasurer and Assistant Treasurers of the United States the sum of	4,361,107 34
Thirty-one thousand six hundred and eighty-seven offices are collection offices, and paid on collection-orders issued to mail-contractors the sum of.....	4,373,136 26
Two thousand two hundred and fifteen offices are special offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	52,174 49
Three thousand eight hundred and seventy-nine post-offices are supplied by mail-messengers, for which service there was paid during the year.....	632,648 03

Revenue account of the Post-Office Department.

The receipts of the Department for the fiscal year ended June 30, 1876, were	\$28,644,197 50
The amount placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were:	
Under the second section of the act approved March 3, 1875, for mail-steamship service between San Francisco, Japan, and China.....	\$500,000 00
Under the second section of the act approved March 3, 1875, for mail-steamship service between the United States and Brazil	37,500 00
Under the act approved June 12, 1876, private No. 51, to pay Jackson T. Sorrells for carrying the mails in North Carolina in 1865	53 80
Under the first section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871.....	14,146 38
Under the third section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1872	3,393 98
Under the third section of the act approved June 23, 1874, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1875.....	533,488 87

Under the third section of the act approved March 3, 1875, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1876		\$4,000,000 00	
			\$5,088,583 03
Aggregate of revenues and grants			33,732,780 53
The expenditures of the Department for the fiscal year ended June 30, 1876, were			33,263,487 58
Excess of receipts			469,292 95
The balance standing to the credit of the revenue account at the close of the fiscal year ended June 30, 1876, was		\$2,591,851 06	
Add amount of credits balance accounts closed by "suspense" to close of fiscal year		332,406 20	
Total		2,924,257 26	
Deduct amount of debit balances closed by "bad debt" and "compromise" accounts to close of fiscal year...		966,768 64	
Leaving to the credit of the revenue account			\$1,957,488 62
This amount includes all balances now in suit and in the hands of postmasters.			

The net revenue of the Department from postages, being the aggregate of balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after deducting their compensation and the expenses of their offices, was :

For the quarter ended September 30, 1875	\$3,661,106 53
For the quarter ended December 31, 1875	4,026,296 89
For the quarter ended March 31, 1876	4,221,410 06
For the quarter ended June 30, 1876	3,786,053 19
Total	15,694,866 67

The amount of letter-postages paid in money was :

For the quarter ended September 30, 1875	\$49,539 24
For the quarter ended December 31, 1875	58,937 79
For the quarter ended March 31, 1876	65,548 97
For the quarter ended June 30, 1876	50,766 37
Total	224,792 37

The amount of stamps, stamped envelopes, newspaper and periodical stamps, postal cards, and newspaper-wrappers sold was :

For the quarter ended September 30, 1875	\$6,286,129 29
For the quarter ended December 31, 1875	6,832,277 81
For the quarter ended March 31, 1876	7,002,974 39
For the quarter ended June 30, 1876	6,758,130 61
Total	26,879,512 10

The amount of official stamps furnished the different Departments, and included in the above amount of stamps sold, was :

To the Executive Office	\$600 00
To the Department of State	3,060 00
To the Navy Department	14,460 00
To the War Department	80,486 93
To the Agricultural Department	1,400 00
To the Interior Department	100,960 00
To the Department of Justice	3,476 00
To the Treasury Department	97,900 00
To the Post-Office Department	979,046 50
Total	1,281,389 43

The number of quarterly returns of postmasters received and audited, on which the sum of \$15,694,866.67 was found due the United States, was :

For the quarter ended September 30, 1875	35, 525
For the quarter ended December 31, 1875	35, 687
For the quarter ended March 31, 1876.	35, 669
For the quarter ended June 30, 1876	36, 006
Total.	142, 887

MAIL-TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail-contractors and others for mail-transportation during the year, was :

For the regular service of mail-routes	\$15, 099, 250 78
For the supply of special and mail-messenger offices	684, 822 53
For the salaries of postal-railway clerks, route and other agents	2, 412, 867 70
For the salaries and per diem of the assistant superintendents of the postal-railway service	46, 402 01
Total	\$18, 243, 343 02

FOREIGN-MAIL TRANSPORTATION.

San Francisco, Japan, and China	\$502, 531 23
United States and Brazil	37, 561 96
New York, Great Britain, and Ireland	91, 896 64
New York, England, France, and Germany	30, 798 57
New York, England, and Bremen	28, 659 80
New York, San Francisco, and South American States, via Panama	16, 033 74
New York and Great Britain	13, 656 58
New York, Philadelphia, England, France, and Germany	8, 064 74
New York, Havana, New Orleans, and Vera Cruz	12, 895 89
New York and West Indies	7, 448 76
Chicago, Detroit, Portland, and Great Britain	3, 603 05
New York and Glasgow	2, 246 72
New York, West Indies, Brazil, and Argentine Republic	1, 204 34
Boston, Great Britain, and Ireland	2, 976 99
Philadelphia and Queenstown	1, 996 06
France and United States	1, 742 94
New York and South American States, via Aspinwall	1, 621 72
Portland and Nova Scotia	790 23
New York and Bermuda	779 02
New Orleans, Key West, and Havana	686 80
Baltimore, Brazil, Argentine Republic, and West Indies	404 86
Boston and Nova Scotia	254 47
New Orleans and Havana	215 14
Philadelphia, Havana, and New Orleans	207 86
New York and Venezuela, via West Indies	242 03
Cleveland and Canada	133 09
New York and Argentine Republic	78 84
Baltimore and Bremen	20 71
Key West and Havana	17 28
Boston and Great Britain	3 14
New York and Rotterdam	2 92
Expenses of Government mail-agent at Panama	1, 528 80
Expenses of Government mail-agent at Aspinwall	940 00
Expenses of Government mail-agent at Havana	800 00
	772, 044 92
	19, 015, 387 94

The amount credited to transportation accrued, and charged to contractors for overcredits, was:

For fines imposed.....	\$3,981 04	
For deductions	116,218 76	
		<u>\$120,199 80</u>
Net amount to the credit of mail-contractors and others.....		18,895,188 14
The amount actually paid during the year was.....		<u>\$18,604,386 95</u>

STATEMENT OF COLLECTING DIVISION.

This division has had charge of 24,760 accounts of postmasters who became late during the period from July 1, 1874, to June 30, 1876.

Amounts collected from postmasters becoming late prior to July 1, 1875:

Collected by draft	\$20,245 75
Collected by suit.....	21,201 99
Credited on vouchers.....	74,796 38
Charged to suspense.....	40 26
Charged to bad debts.....	41,922 17
Charged to compromise debts.....	908 32
Total.....	<u>259,114 87</u>

Number of changes of postmasters reported by appointment-office during the fiscal year was 9,497; and the balances due the United States upon the accounts of said late postmasters amounts to..... \$193,094 46

Of which there has been—

Collected by draft.....	\$88,403 71
Credited on vouchers.....	224 45
Charged to suspense.....	211 56
Charged to bad debts.....	297 49
	<u>89,137 21</u>
Total remaining due.....	103,957 25
Of which there is—	
In suit.....	\$376 81
Not in suit.....	103,580 44
	<u>103,957 25</u>

Amount reported due late postmasters, late prior to July 1, 1875:

As per last report.....	\$85,002 04
Decrease during the fiscal year.....	1,298 85

Amount remaining due.....	83,703 19
Amount paid thereon.....	\$51,856 76
Amount closed by suspense.....	5,573 35
Amount remaining due June 30, 1876	<u>26,273 08</u>
	83,703 19

Amount due postmasters late during the fiscal year.....	\$38,047 63
Amount paid thereon.....	\$11,383 46
Amount closed by suspense.....	270 97
Amount remaining due.....	<u>26,393 20</u>
	38,047 63

Amount due by late postmasters for which suit has been brought during the fiscal year.....	\$70,139 07
Amount collected by suit during the fiscal year.....	21,201 99

The subjoined tables, numbered from 1 to 38, inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. M. MCGREW, Auditor.

HON. JAS. N. TYNER,
Postmaster-General.

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1876.*

Receipts.	Quarter ended September 30, 1875.	Quarter ended December 31, 1875.	Quarter ended March 31, 1876.	Quarter ended June 30, 1876.	Aggregate.
Letter-postage	\$49, 539 24	\$58, 937 79	\$65, 548 97	\$50, 766 37	\$324, 792 37
Book, newspaper, and pamphlet postage	148 50	48 69	13 87	.....	211 06
Box-rents and branch offices	330, 607 39	325, 963 73	321, 478 70	327, 877 23	1, 305, 927 05
Fines and penalties	756 05	1, 028 13	989 77	584 06	3, 358 01
Postage-stamps, stamped envelopes, and postal cards	6, 286, 129 29	6, 832, 277 81	7, 002, 974 39	6, 758, 130 61	26, 879, 512 10
Dead letters	2, 866 53	4, 380 17	893 00	1, 749 50	9, 889 20
Revenue from money-order business .....	.....	.....	.....	190, 770 84	190, 770 84
Miscellaneous	7, 735 71	7, 974 78	6, 739 25	7, 287 13	29, 736 87
Total	6, 677, 782 71	7, 230, 611 10	7, 398, 637 95	7, 337, 165 74	28, 644, 197 50

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 23, 1876.*

REPORT OF THE POSTMASTER-GENERAL.

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No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1876.

Expenditures.	Quarter ended September 30, 1875.	Quarter ended December 31, 1875.	Quarter ended March 31, 1876.	Quarter ended June 30, 1876.	Aggregate.	Paid for previous years, but included in aggregate.
Compensation of postmasters.....	\$1,777,353 76	\$1,825,059 83	\$1,931,130 00	\$1,863,954 79	\$7,397,397 91	\$15,937 49
Compensation of clerks for post-offices.....	864,422 11	864,970 19	854,892 43	860,964 42	3,480,730 15	763 90
Compensation of letter-carriers and incidental expenses.....	490,902 02	497,369 97	497,304 53	493,139 50	1,980,735 02	.....
Wrapping paper.....	3,177 22	3,204 50	3,412 50	3,412 50	13,218 29	.....
Twine.....	10,046 40	12,539 39	11,474 50	4,238 00	38,718 29	.....
Postmarking and canceling stamps.....	2,523 03	1,711 37	2,776 73	1,641 73	8,637 90	.....
Letter-balances.....	86,677 56	2,123 64	3 13	1,101 06	3,907 39	.....
Rent, light, and fuel for post-offices.....	86,379 09	98,309 33	98,301 77	107,239 38	390,422 77	.....
Stationery.....	11,354 31	9,733 27	11,793 69	10,236 56	43,312 83	.....
Furniture for post-offices.....	3,050 70	4,971 00	3,930 01	3,547 56	19,499 27	.....
Miscellaneous, office of First Assistant Postmaster-General.....	19,133 73	17,561 19	14,324 18	23,011 57	76,022 66	.....
Inland mail transportation.....	3,734,067 96	3,627,699 35	3,564,207 48	3,619,631 16	14,745,845 95	424,343 35
Compensation of railway post-office clerks.....	267,216 39	296,528 31	319,638 56	320,377 03	1,203,760 35	.....
Compensation of route agents.....	230,269 06	238,065 59	232,038 04	239,819 28	940,151 97	.....
Compensation of mail-route messengers.....	38,278 28	35,959 09	36,288 89	36,625 41	147,152 37	.....
Compensation of local agents.....	25,028 21	25,351 09	25,433 71	25,745 96	101,813 27	.....
Compensation of mail-messengers.....	152,568 01	160,321 19	161,087 10	152,691 73	632,648 03	.....
Mail locks and keys.....	901 25	10,892 30	3,916 15	.....	15,709 70	.....
Mail bags and catchers.....	34,286 77	62,395 25	64,009 83	45,925 64	206,517 49	29 40
Post-route maps.....	8,853 60	8,378 46	6,598 86	.....	23,662 92	.....
Mail depredations and special agents.....	36,831 71	33,630 40	35,919 66	12,305 17	118,676 94	.....
Postage-stamps.....	28,468 43	28,466 16	52,711 71	11,141 78	120,788 08	.....
Distribution of postage-stamps.....	2,067 35	1,508 50	998 74	486 98	5,050 55	.....
Stamped envelopes and newspaper-wrappers.....	109,889 98	109,444 82	109,027 69	30,228 65	358,600 14	.....
Distribution of stamped envelopes and newspaper-wrappers.....	3,205 43	2,929 43	2,625 28	1,260 97	10,021 16	.....
Postal cards.....	59,050 10	53,392 59	56,016 42	13,663 68	182,122 79	.....
Distribution of postal cards.....	1,760 34	771 08	1,076 10	420 32	4,027 84	.....
Registered-package envelopes, locks, and seals.....	1,350 66	6,790 29	11,136 03	12,830 61	32,167 59	.....
Official envelopes for postmasters.....	3,735 95	2,878 40	5,242 48	3,566 48	15,423 31	.....
Dead-letter envelopes.....	1,329 43	971 00	763 00	800 40	2,279 40	.....
Ship, steamboat, and way letters.....	743 98	1,192 37	844 17	926 53	4,071 83	.....
Fees to United States marshals, attorneys, clerks of court, and counsel.....	376 25	408 25	2,001 74	965 29	4,903 28	.....
Engraving, printing, and binding drafts and warrants.....	30,910 98	19,458 56	4,026 25	1,751 00	1,751 00	.....
Advertising.....	361 73	173 58	474 15	32,459 35	86,855 14	.....
Miscellaneous, office of Third Assistant Postmaster-General.....	52,844 57	65,038 12	60,557 86	611 05	229,123 26	.....
Foreign mail transportation.....	24,728 76	323 09	4,325 21	50,662 71	33,253 20	25,051 85
Balance due foreign countries.....	6,500 62	2,970 76	6,515 64	2,971 05	18,952 83	.....
Official Postal Guides.....	762 65	.....	42 00	.....	1,175 43	.....
Additional compensation of postmasters, 1873-74, act March 3, 1875.....	162,500 00	125,000 00	125,000 00	125,000 00	537,500 00	.....
Subsidy—San Francisco, Japan and China, and Brazil lines.....	.....	.....	.....	.....	.....	.....
Total.....	8,310,319 30	8,465,411 99	8,332,706 22	8,165,050 07	33,263,487 58	467,301 42

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter-postage.	Book, newspaper, and pamphlet postage.	Waste-paper and twine.	Rentals and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
Maine.....	\$2,559 64	.....	\$119 68	\$24, 128 60	\$423, 296 50	\$449, 104 42
New Hampshire.....	420 86	.....	128 62	14, 228 06	262, 299 34	277, 136 88
Vermont.....	416 16	.....	152 21	10, 632 86	241, 920 08	253, 121 31
Massachusetts.....	11, 113 61	\$37 34	696 69	98, 930 18	1, 871, 740 88	1, 982, 718 70
Rhode Island.....	1, 030 69	.....	126 33	20, 696 50	197, 284 34	219, 337 86
Connecticut.....	2, 691 53	.....	233 28	37, 450 58	569, 721 94	610, 097 33
New York.....	82, 101 07	6 42	3, 344 98	184, 650 19	5, 334, 467 36	5, 604, 570 02
New Jersey.....	3, 126 90	.....	177 35	25, 414 09	554, 656 05	583, 374 39
Pennsylvania.....	16, 633 70	.....	1, 199 20	87, 489 26	2, 581, 324 11	2, 666, 646 27
Delaware.....	288 48	.....	16 23	1, 307 48	66, 861 79	68, 473 98
Maryland.....	8, 311 48	1 40	107 57	10, 411 56	493, 985 95	512, 817 96
Virginia.....	2, 167 92	7 16	96 43	12, 007 14	391, 683 37	405, 968 02
West Virginia.....	792 71	.....	124 03	3, 274 90	132, 507 54	136, 699 18
North Carolina.....	597 72	1 25	68 65	7, 749 99	185, 817 36	194, 234 97
South Carolina.....	718 72	.....	67 20	7, 458 28	158, 940 06	167, 174 26
Georgia.....	1, 705 16	11 00	141 24	19, 006 99	292, 010 52	312, 874 91
Florida.....	996 48	.....	19 20	4, 752 98	69, 066 85	74, 825 51
Ohio.....	5, 606 98	11 86	1, 263 62	78, 630 86	1, 766, 129 69	1, 851, 843 21
Michigan.....	6, 192 41	78 22	602 95	62, 900 42	818, 963 93	888, 737 93
Indiana.....	2, 512 53	1 75	558 59	45, 302 95	732, 106 22	780, 469 05
Illinois.....	13, 658 50	6 23	2, 625 91	103, 251 25	2, 136, 232 01	2, 255, 773 90
Wisconsin.....	3, 701 19	.....	362 10	44, 869 04	611, 756 94	660, 692 27
Iowa.....	3, 685 35	.....	443 85	60, 788 64	786, 324 91	851, 242 75
Missouri.....	5, 421 71	.....	785 45	30, 899 32	917, 252 25	954, 358 73
Kentucky.....	1, 521 66	7 35	241 15	16, 056 06	419, 093 38	436, 919 60
Tennessee.....	1, 186 56	80	143 42	10, 388 51	398, 236 94	399, 968 23
Alabama.....	1, 197 33	48 01	48 00	13, 095 59	202, 288 32	216, 677 25
Mississippi.....	670 41	1 05	60 15	13, 042 49	153, 451 57	167, 225 67
Arkansas.....	3, 301 28	12 58	42 32	8, 242 32	115, 503 89	124, 102 39
Louisiana.....	3, 667 40	13 60	94 05	20, 992 80	254, 535 08	279, 302 93
Texas.....	3, 309 68	.....	196 16	36, 523 29	379, 378 25	419, 407 38
California.....	7, 695 47	14 72	223 12	60, 261 26	740, 904 38	809, 098 95
Oregon.....	117 12	.....	43 26	9, 441 64	76, 702 44	86, 304 46
Minnesota.....	3, 804 05	2 70	223 51	22, 836 05	326, 154 70	353, 021 01
Kansas.....	1, 147 33	.....	167 63	25, 164 37	311, 632 92	338, 132 25
Nebraska.....	654 78	.....	76 03	11, 088 74	157, 439 79	169, 259 34
Nevada.....	414 81	.....	28 21	13, 993 83	65, 060 73	79, 497 58
Colorado.....	494 58	.....	154 83	19, 343 73	107, 379 02	127, 362 16
Utah.....	293 28	.....	67 64	5, 279 52	64, 904 46	70, 544 90
New Mexico.....	71 50	.....	11 26	1, 525 15	17, 910 52	19, 518 43
Washington.....	73 05	.....	13 91	2, 095 13	24, 270 67	26, 452 76
Dakota.....	144 59	.....	6 60	1, 638 73	28, 273 73	30, 063 65
Arizona.....	21 68	.....	15 25	965 90	10, 980 09	11, 982 92
Idaho.....	53 57	.....	23 45	2, 106 90	14, 658 37	16, 842 29
Wyoming.....	59 38	.....	18 45	2, 626 63	41, 227 97	43, 932 43
Montana.....	62 25	.....	12 96	5, 430 69	24, 899 74	30, 405 64
Alaska.....	5 01	.....	1 00	8 00	352 47	366 48
District of Columbia.....	2, 445 63	.....	63 60	6, 378 34	175, 886 63	184, 774 20
	205, 913 90	263 44	15, 627 52	1, 305, 150 79	25, 606, 496 06	27, 133, 451 71
Deduct miscellaneous items.....	18, 878 47	52 38	.....	776 26	1, 273, 016 04	1, 292, 618 39
Add miscellaneous items.....	224, 792 37	211 06	15, 627 52	1, 305, 927 05	26, 879, 512 10	28, 426, 070 10

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of Government agents.....	\$766, 623 26
Balances due foreign countries.....	33, 253 20
Ship, steamboat, and way letters.....	4, 071 83
Wrapping-paper.....	18, 207 02
Twine.....	38, 718 29
Office-furniture.....	1, 113 20
Advertising.....	73, 395 38
Mail bags and catchers.....	176, 512 12
Salary and per diem of assistant superintendents of postal-railway service.....	46, 402 01
Mail locks and keys.....	15, 709 70
Postmarking and canceling stamps.....	8, 857 90
Mail depredations and special agents.....	118, 676 94
Letter-balances.....	3, 907 39
Expenses of postage-stamps, stamped envelopes, and postal cards.....	680, 610 86
Dead-letter, official, and registered envelopes, locks, and seals.....	49, 870 30
Additional compensation to postmasters for year ended June 30, 1874. Act of Mar. 3, 1875.....	1, 175 43
Sundry and miscellaneous payments.....	56, 018 22
Excess of expenditures brought down.....	3, 076, 075 97

REPORT OF THE POSTMASTER-GENERAL.

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the United States for the fiscal year ended June 30, 1876.

Compensation of postmasters.	Clerks for offices, rent, light, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postmaster-clerks, messengers, and supply of special offices.	Transportation by States.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$179,343 62	\$48,544 50	\$12,231 25	\$46,808 44	\$232,654 11	\$519,581 92	\$70,477 50	.....
183,516 89	18,965 73	6,199 93	23,995 50	99,224 30	271,902 35	.....	\$5,234 53
181,903 36	15,689 29	.....	22,044 97	158,150 80	317,797 42	64,676 11	.....
390,454 11	328,404 44	174,003 72	161,673 60	432,490 92	1,496,956 79	.....	455,761 91
44,042 70	27,047 73	16,584 45	8,014 96	46,918 91	142,608 75	.....	76,729 11
186,532 65	73,356 06	20,581 37	55,150 84	199,440 03	534,050 87	.....	70,046 46
789,630 25	1,107,321 94	578,737 87	386,772 58	1,370,623 81	4,232,985 85	.....	1,371,574 17
200,785 20	46,404 76	56,112 59	31,495 64	235,022 21	569,820 40	.....	13,553 99
633,616 47	352,350 95	298,036 64	198,196 76	840,852 16	2,313,054 98	.....	373,591 29
22,639 39	5,592 36	8,012 73	8,735 42	30,073 17	75,033 07	6,579 09	.....
90,780 29	86,432 57	57,445 96	38,798 30	360,334 96	633,792 08	120,974 12	.....
155,099 30	52,628 19	20,515 95	40,280 45	405,651 22	674,175 11	268,213 09	.....
63,390 24	14,167 97	4,322 76	18,028 23	136,887 75	235,796 95	99,097 77	.....
93,715 88	13,712 43	.....	40,619 42	231,639 86	353,687 59	189,452 62	.....
73,145 03	13,826 42	5,892 43	17,700 06	126,315 03	236,868 97	69,694 71	.....
115,817 40	48,962 32	8,481 00	50,856 89	288,699 45	512,817 06	199,942 15	.....
34,614 02	6,546 05	.....	13,198 36	119,076 08	173,434 51	98,609 00	.....
496,265 35	203,456 51	128,008 79	356,027 83	1,281,425 22	2,465,183 70	613,340 49	.....
331,551 33	97,722 90	34,411 50	75,642 40	448,924 36	988,252 49	99,514 56	.....
300,438 91	89,060 54	36,829 90	123,827 33	432,763 85	992,910 53	202,428 48	.....
581,572 66	425,645 08	162,448 89	342,870 83	1,085,660 40	2,598,497 86	342,723 96	.....
255,018 87	64,311 94	24,933 28	82,635 20	360,327 93	787,227 22	126,544 95	.....
357,394 59	65,988 01	18,639 92	137,296 94	519,422 01	1,098,731 47	247,488 72	.....
298,923 80	158,325 14	112,353 72	130,675 93	693,689 73	1,333,968 32	375,609 59	.....
137,655 22	47,658 18	30,147 84	47,549 47	275,869 08	538,879 79	101,960 19	.....
107,826 14	47,347 35	18,881 27	90,193 78	241,793 97	506,042 51	196,076 28	.....
95,763 30	27,189 89	3,857 32	33,138 51	276,850 15	436,779 17	220,101 92	.....
91,921 32	13,869 40	.....	14,272 96	283,572 66	403,636 34	236,410 67	.....
64,892 56	14,083 34	.....	14,119 96	264,091 97	357,187 83	233,085 44	.....
51,552 84	72,529 23	39,928 55	19,309 83	237,617 68	420,938 13	141,635 20	.....
168,073 24	55,077 75	.....	35,526 74	513,875 94	772,553 67	353,146 29	.....
177,053 31	114,208 75	41,307 98	66,908 19	492,045 60	891,522 83	82,423 88	.....
38,039 76	10,319 10	.....	10,427 50	136,724 04	195,510 40	109,205 94	.....
142,480 56	37,766 19	14,723 32	59,105 12	269,157 43	523,232 62	170,211 61	.....
163,475 16	36,080 94	3,314 20	67,777 67	291,831 53	562,479 59	224,347 25	.....
75,476 60	19,079 21	4,639 83	69,004 07	369,347 14	537,546 85	368,287 51	.....
37,393 18	14,455 40	.....	2,280 77	154,845 62	208,974 97	129,477 39	.....
52,299 59	22,184 47	.....	10,889 60	158,662 40	244,036 06	116,673 90	.....
34,121 34	10,216 40	.....	6,795 35	299,475 92	350,609 01	280,064 11	.....
12,693 29	1,703 53	.....	7 33	156,644 14	171,048 29	151,529 96	.....
14,991 10	1,367 25	.....	2,281 31	114,275 85	132,915 51	106,462 75	.....
17,193 96	1,812 05	.....	328 33	81,492 01	100,826 35	70,762 70	.....
6,523 69	229 28	.....	.....	83,919 99	90,672 96	78,690 04	.....
10,926 61	1,121 00	.....	87 88	86,408 18	98,603 67	81,761 38	.....
13,441 85	3,335 75	.....	180 00	23,528 65	40,496 25	.....	3,436 18
17,958 95	5,561 75	.....	250 00	101,802 10	125,572 80	95,167 16	.....
223 07	.....	.....	.....	.....	223 07	.....	143 41
7,397 10	111,068 70	34,929 55	114,720 25	.....	268,115 60	83,341 40	.....
7,397,845 05	4,036,668 16	1,976,506 41	3,096,501 50	15,050,049 32	31,557,570 44	830,189 78	2,406,071 05
447 14	.....	.....	.....	70,998 34	55,424 37	55,424 37	.....
.....	10,543 77	4,288 61	1,188 73	.....	.....	.....	1,292,618 39
7,397,397 91	4,047,211 93	1,980,795 02	3,097,690 23	14,979,050 98	31,502,146 07	6,774,765 41	3,698,689 44

In the above statement, viz:

Receipts on account of dead-letters	\$9,889 20
Receipts on account of fines and penalties	3,358 01
Receipts on account of miscellaneous	14,109 35
Receipts on account of money-order business	190,770 84
Excess of transportation accrued	331,781 54
Total excess of expenditures over receipts	4,619,290 08

5,169,199 08

J. M. MCGREW, Auditor.

REPORT OF THE POSTMASTER-GENERAL.

No. 4.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1876.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4, 945, 668 21	.....	\$4, 945, 668 21	\$3, 288, 319 03
1838.....	4, 238, 733 46	.....	4, 238, 733 46	4, 430, 662 21
1839.....	4, 484, 656 70	.....	4, 484, 656 70	4, 636, 536 31
1840.....	4, 543, 521 92	.....	4, 543, 521 92	4, 718, 235 64
1841.....	4, 407, 726 27	\$482, 637 00	4, 890, 363 27	4, 499, 527 61
1842.....	4, 546, 849 65	.....	4, 546, 849 65	5, 674, 751 90
1843.....	4, 296, 225 43	.....	4, 296, 225 43	4, 374, 753 71
1844.....	4, 237, 287 83	.....	4, 237, 287 83	4, 296, 512 70
1845.....	4, 289, 841 80	.....	4, 289, 841 80	4, 320, 731 99
1846.....	3, 487, 199 35	750, 000 00	4, 237, 199 35	4, 076, 036 81
1847.....	3, 880, 309 23	12, 500 00	3, 892, 809 23	3, 979, 542 10
1848.....	4, 555, 211 10	125, 000 00	4, 680, 211 10	4, 326, 850 87
1849.....	4, 705, 176 28	.....	4, 705, 176 28	4, 479, 049 13
1850.....	5, 499, 984 86	.....	5, 499, 984 86	5, 212, 953 43
1851.....	6, 410, 604 33	.....	6, 410, 604 33	6, 278, 401 68
1852.....	5, 184, 526 84	1, 741, 444 44	6, 925, 971 28	7, 108, 459 04
1853.....	5, 240, 724 70	2, 255, 000 00	7, 495, 724 70	7, 982, 756 59
1854.....	6, 255, 586 22	2, 736, 748 96	8, 992, 335 18	8, 577, 424 12
1855.....	6, 642, 136 13	3, 114, 542 26	9, 756, 678 39	9, 968, 542 29
1856.....	6, 920, 821 66	3, 748, 851 56	10, 669, 703 22	10, 405, 286 36
1857.....	7, 353, 951 76	4, 528, 004 67	11, 881, 956 43	11, 508, 057 93
1858.....	7, 486, 792 86	4, 679, 270 71	12, 166, 063 57	12, 722, 470 01
1859.....	7, 968, 484 07	3, 915, 946 49	11, 884, 430 56	11, 458, 083 63
1860.....	8, 518, 067 40	11, 154, 167 54	19, 672, 234 94	19, 170, 609 89
1861.....	8, 349, 296 40	4, 639, 806 53	12, 989, 102 93	13, 606, 759 11
1862.....	8, 299, 820 90	2, 598, 953 71	10, 898, 774 61	11, 125, 364 13
1863.....	11, 163, 789 59	1, 007, 848 72	12, 171, 638 31	11, 314, 206 84
1864.....	12, 438, 253 78	749, 980 00	13, 188, 233 78	12, 644, 786 20
1865.....	14, 556, 158 70	3, 968 46	14, 560, 127 16	13, 694, 728 28
1866.....	14, 436, 986 21	.....	14, 386, 986 21	15, 352, 079 30
1867.....	15, 297, 026 87	3, 991, 666 67	19, 228, 693 54	19, 235, 483 46
1868.....	16, 292, 600 80	5, 696, 525 00	21, 989, 125 80	22, 730, 592 65
1869.....	18, 344, 510 72	5, 707, 115 30	24, 051, 626 02	23, 698, 131 50
1870.....	19, 772, 220 65	4, 022, 140 85	23, 794, 361 50	23, 998, 837 63
1871.....	20, 037, 045 42	4, 126, 200 00	24, 163, 245 42	24, 390, 104 08
1872.....	21, 915, 426 37	4, 993, 750 00	26, 909, 176 37	26, 658, 192 31
1873.....	22, 996, 741 57	5, 990, 475 00	28, 987, 216 57	29, 084, 945 67
1874.....	26, 471, 071 82	5, 922, 433 55	32, 393, 505 37	32, 126, 414 58
1875.....	26, 791, 360 59	6, 704, 646 96	33, 496, 007 55	33, 611, 309 45
1876.....	28, 634, 197 50	5, 088, 583 03	33, 722, 780 53	33, 263, 487 58

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1876, exhibiting the sums placed to the credit of postmasters and others, and charged to "miscellaneous account, First Assistant Postmaster-General."*

Date.	To whom allowed.	For what object.	Amount.
1876. Mar. 30	A. J. Myer.....	Chief Signal-Officer, U. S. A., for telegraphing on account of special agent Charles Adams, while in charge of the post-office at Prescott, Ariz., in September and October, 1875.	\$9 42
Apr. 19	Thomas P. Cheney.....	Assistant superintendent of railway mail-service, for telegrams on account of railway mail-service for the month of March, 1876.	11 29
20	James E. White	Assistant superintendent of railway mail-service, for telegrams on account of railway mail-service for the month of March, 1876.	13 46
20	A. C. Jackson.....	Assistant superintendent railway mail-service, for telegrams, stationery, and fuel on account of railway mail-service for the month of March, 1876.	105 13
20	J. A. Amerman	Assistant superintendent railway mail-service, for rent, office-furniture, and stationery on account of railway mail-service for the month of March, 1876.	171 19

No. 5.—Statement of miscellaneous payments by the Post-Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1876.			
Apr. 20	W. L. Hunt.....	Assistant superintendent railway mail-service, for telegrams, stationery, printing, mounting maps, and official railway-guides on account of railway mail-service for the month of March, 1876.	\$38 80
27	Theo. N. Vail.....	General superintendent of railway mail-service, for telegrams, stationery, and printing on account of railway mail-service for the months of January, February, and April, 1876.	8 90
27	M. V. Bailey.....	Special agent Post-Office Department, for sundry telegrams.	4 48
May 5	W. L. Hunt.....	Special agent Post-Office Department, for railway-guides, printing, and telegrams during the month of April, 1876.	35 05
8	R. C. Jackson.....	Special agent Post-Office Department, for telegrams, fuel, stationery, and printing for the month of April, 1876.	47 70
10	Thomas P. Cheney.....	Special agent Post-Office Department, for telegrams and stationery for the month of April, 1876.	33 55
10	J. A. Amerman.....	Superintendent railway mail-service, for rent, telegrams, and stationery for the month of April, 1876.	103 32
16	James E. White.....	Superintendent railway mail-service, for telegrams for the month of April, 1876.	4 38
20	Warren Choate.....	For 2 reams of carbon paper furnished for use of the railway mail-service in the month of May, 1876.	18 00
June 5	W. L. Hunt.....	Special agent Post-Office Department, for telegrams and stationery during the month of May, 1876.	34 79
5	C. Jay French.....	Special agent Post-Office Department, for telegrams, railway-fare, and cleaning office of superintendent of railway mail-service for months of April and May, 1876.	18 62
6	Thomas P. Cheney.....	Special agent Post-Office Department, for telegrams, stationery, and printing for the month of May, 1876.	41 50
6	James E. White.....	Special agent Post-Office Department, for telegrams in month of May, 1876.	3 91
8	M. V. Bailey.....	Special agent Post-Office Department, for telegrams, repairs of safe, and putting up letter-boxes during the month of May, 1876.	14 76
9	R. C. Jackson.....	Special agent Post-Office Department, for telegrams, stationery, fuel, railway-fare, and printing during the month of May, 1876.	67 07
10	J. A. Amerman.....	Superintendent of railway mail-service, for rent of offices, and telegrams during the month of May, 1876.	50 00
July 8	E. M. Whitaker.....	For stationery furnished for railway mail-service in month of June, 1876.	887 50
8	W. L. Hunt.....	Special agent Post-Office Department, for mounting map, telegrams, official railway-guides, and stationery for the month of June, 1876.	192 60
8	Theo. N. Vail.....	General superintendent of railway mail-service, for printing, stationery, and skeleton maps for month of June, 1876.	180 00
8	L. M. Terrell.....	Superintendent of railway mail-service, for telegrams, railway-fare, printing, and stationery for the month of June, 1876.	79 40
10	J. A. Amerman.....	Superintendent of railway mail-service, for office-rent, telegrams, and stationery for the months of May and June, 1876.	352 02
10	Theo. N. Vail.....	General superintendent railway mail-service, for telegrams and printing for the month of June, 1876.	6 90
12	R. C. Jackson.....	Special agent Post-Office Department, for drawing in reducing to scale plan for postal-car, telegrams, and stationery, printing, and lettering mail-box, for the month of June, 1876.	341 24
17	L. M. Terrell.....	Special agent Post-Office Department, for telegrams, cleaning and care of office, and stationery, for the month of June, 1876.	66 06
19	James E. White.....	Special agent Post-Office Department, for telegrams, railroad-fare, and stationery, for the month of June, 1876.	85 16
26	Thomas P. Cheney.....	Assistant superintendent railway mail-service, for telegrams and stationery for the month of June, 1876.	24 53
Sept. 16	Union Pacific Railroad Co.	For transmission of telegraphic dispatches during the year 1875.	75 86

No. 5.—*Amounts paid by the Department on drafts, First Asst. P. M. Gen'l., miscellaneous.*

Date.	To whom allowed.	For what object.	Amount.
1876. April 20	William B. Thompson	Assistant superintendent railway mail-service, for telegrams, stationery, map-bracket, and spring fixtures, on account of railway mail-service.	\$63 56
May 10	William B. Thompson	Special agent Post-Office Department, for telegrams and stationery in the month of April, 1876.	47 23
12	C. Jay French	Special agent Post-Office Department, for telegrams and printing, for months of February, March, and April, 1876.	81 96
15	L. M. Terrell	Special agent Post-Office Department, for telegrams for month of March, 1876.	32 32
21	William B. Thompson	Assistant superintendent railway mail-service, for telegrams, stationery, office-key, and moving goods belonging to the fast mail, for month of May, 1876.	153 49
July 8	William B. Thompson	Special agent Post-Office Department, for telegrams, hardware, stationery, printing, and lumber, for the month of June, 1876.	177 46
15	C. J. French	Special agent Post-Office Department, for telegrams, stationery, gas-bill, railroad-fare, and printing, for month of June, 1876.	49 72

Amounts credited postmasters on their general accounts, First Asst. P. M. Gen'l., miscellaneous.

1875. Nov. 30	Lillie Fisk	Postmaster at Galena, Mo., for traveling-expenses per order.	\$2 00
Dec. 4	J. C. Douglass	Postmaster at Zanesville, Ohio, for stationery, 3d quarter 1875.	7 50
17	S. P. Gambia	Postmaster at San Antonio, Tex., for safe.	575 00
1876. Feb. 2	Leander Colt	Postmaster at Suspension Bridge, N. Y., 3d and 4th quarters 1875, and 1st quarter 1876, for miscellaneous items.	49 48
10	J. C. Whittlesey	Late postmaster at Houston, Tex., for amount paid for removal of office-furniture and boxes from Galveston to Houston.	70 00
16	John L. Miller	For balance on dating-stamp, 3d quarter 1875.	4 00
March 2	Leslie Bassett	Postmaster at Richland, Iowa, for hire of team.	3 00
16	J. W. Rich	Postmaster at Vinton, Iowa, for mailing-table and stamping-pad.	17 50
16	J. S. Adams	Postmaster at Jacksonville, Fla., for miscellaneous expense, 3d quarter 1875.	9 07
23	James E. Dunham	Postmaster at Bridgeport, Conn., miscellaneous expense, 4th quarter 1875.	31 39
31	William L. Burt	Late postmaster at Boston, Mass., for letter-slips, 4th quarter 1875.	101 23
May 8	Lucy J. Fowler	Postmaster at Cedar Keys, Fla., for fire-proof safe.	465 00
17	J. W. Bissell	Postmaster at Duncansby, Miss., for recovery of property of post-office at Holland's Landing, Miss.	12 00
July 3	Thomas L. James	Postmaster at New York City, for expenses incurred in fitting up rooms for the use of the department.	345 71
Aug. 19	J. L. Crane	Postmaster at Springfield, Ill., for city directory.	3 00
28	William Jackson	Late postmaster at Rock Island, Ill., for printing, 1st quarter 1876.	22 40

No. 5.—*Amounts allowed to the postmasters at the principal offices of the United States, for incidental expenses of such offices actually and necessarily incurred, such as office-repairs, gas-fixture, telegraphing, and other miscellaneous expenses, and charged to miscellaneous account, First Assistant Postmaster-General.*

Third quarter, 1875	\$18,996 23
Fourth quarter, 1875	17,266 09
First quarter, 1876	12,655 72
Second quarter, 1876	22,169 65
Total	71,017 69
Amount paid to postmasters and others	1,698 28
Amount paid by warrants	3,136 59
Amount paid by drafts	605 04
Total	76,447 60
Deduct amounts charged to postmasters for overcredits	\$385 00
Deduct amount of fares charged to inland transportation	39 94
	424 94
Amount actually paid, and charged to miscellaneous account	76,022 66

No. 5.—Statement in detail of miscellaneous payments on warrants, made by the Post-Office Department for the fiscal year ended June 30, 1876, and charged to miscellaneous account, Third Assistant Postmaster-General.

Date.	To whom allowed.	For what object.	Amount.
1875.			
Dec. 10	W. & J. Sloane.....	For carpet furnished for the office of the stamp-agent at New York, in the month of October, 1875.	\$68 72
10	G. Ebbinghausen & Co.....	For furniture furnished for the office of the stamp-agent at New York, in the month of November, 1875.	245 00
1876.			
Feb. 11	George G. Pride	Stamp-agent, for traveling-expenses from New York to Washington and return, on business connected with postage-stamp agency at New York, January 24 and 26, 1876.	34 50
Feb. 17	A. D. Hazen	Chief of stamp-division, Post-Office Department, for expenses incurred in going to New York and Philadelphia, on business for the Post-Office Department, in February, 1876.	37 25
Mar. 29	Mohun Brothers	For 10 yards of roll drawing-paper, furnished to the Post-Office Department in the month of March, 1876.	5 00
May 19	E. H. Parry & Co.....	For frames, glass, boxes, easels, packing, and fitting up for the Post-Office Department in the month of May, 1876.	390 40
July 1	A. D. Hazen	Chief of stamp-division, Post-Office Department, for personal expenses incurred during sundry trips on official business to Philadelphia and New York, from February 21 to May 28, 1876.	241 75
8	Continental Bank Note Co..	For mounting and framing postage-stamps for display at the Centennial Exhibition at Philadelphia.	250 00
Aug. 17	George G. Pride	Stamp-agent, for expenses incurred in traveling from New York to Washington on official business, April 4 to 7 and May 23 to 25, 1876.	67 80
1875.			
Oct. 13	A. D. Hazen	Chief of stamp-division, for expenses to New York and Springfield, Mass., on official business.	69 58

No. 5.—Amounts paid by the Department on drafts and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1876.			
Jan. 26	P. Jewel & Sons	For 40 pounds of lap-splits, furnished for the use of the postal-card agency at Springfield, Mass.	\$4 06
Mar. 10	M. S. Perry	For expenses to and from New York on business for the Post-Office Department.	20 75
24	Howell, Firm & Co	For mounting sample stamped envelopes for exhibition at the Centennial.	2 50
May 12	E. W. Barber	Third Assistant Postmaster-General, for expenses incurred from May 1 to May 6, 1875, inclusive, in making arrangements for the manufacture of Centennial stamped envelopes.	45 00
June 7	H. T. Sperry	For expenses at Philadelphia and Washington, on Post-Office Department business, during the month of May, 1876.	38 75
July 15	George N. Tyner.....	Postal-card agent, for expenses incurred while traveling on official business for the Post-Office Department from June 2 to June 6, 1876.	51 50
<i>Amount credited on general account.</i>			
1875.			
Nov. 9	Thomas B. Van Buren	United States consul and mail-agent at Yokohama, Japan, for miscellaneous expenses.	48 01
	Total miscellaneous,	Third Assistant Postmaster-General	1,620 51

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

REPORT OF THE POSTMASTER-GENERAL

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1876.

States and Territories.	Domestic.				International.						
	Balance from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits re- ceived from postmasters.	Transferred from postage fund.	Canadian.		British.	
								Number of orders.	Amount of orders.	Number of orders.	Amount of orders.	Fees.
Alabama.....	\$18,401 55	69,637	\$1,196,516 67	\$9,474 95	\$304 15	\$754,856 88	\$3,216 70	19	\$650 60	77	\$1,557 75
Arizona Ter.....	11,417 62	5,706	1,800,442 53	1,130 40	.....	1,000 00	610 00	4	175 00	43	1,564 70
Arkansas.....	14,636 02	51,315	1,239,723 39	8,210 25	197 21	565,586 00	711 00	4	40 00	45	1,909 97
California.....	25,654 73	117,350	2,050,924 86	13,838 50	.....	1,515,149 00	4,588 53	497	13,627 48	3,633	51,472 73
Colorado.....	13,603 65	35,773	670,543 86	5,002 00	.....	367,309 00	3,060 35	28	305 20	1,968	47,948 85
Connecticut.....	9,697 53	78,832	1,119,578 25	9,661 70	.....	366,939 00	15,657 28	938	5,123 54	2,146	1,935 26
Dakota Ter.....	1,292 85	10,539	206,591 86	1,518 80	.....	5,400 00	257 00	10	234 14	11	1,048 00
Delaware.....	1,764 93	11,390	166,027 53	1,444 65	.....	6,465 00	6,687 04	10	238 64	130	9,983 54
District of Columbia.....	14,027 18	30,491	557,338 89	4,155 00	.....	1,280,876 80	3,309 86	83	1,939 13	508	8,640 72
Florida.....	25,654 64	39,695	931,726 58	6,213 00	.....	1,779,739 00	2,914 65	90	3,863 99	78	4,085 34
Georgia.....	50,016 59	79,510	1,240,405 40	10,384 90	3 72	1,048,736 14	2,437 00	103	2,715 92	1,438	6,193 41
Idaho Ter.....	3,432 63	5,619	187,697 47	1,078 85	.....	66,692 00	437 00	1	5 00	126	3,713 85
Illinois.....	598,240	7,083,293 47	65,099 45	.....	.....	6,698,382 00	43,665 92	495	9,474 84	3,584	59,022 79
Indiana.....	40,198 96	246,465	3,911,316 45	30,036 90	111 06	1,192,493 77	31,066 27	68	1,033 24	601	13,536 54
Indian Ter.....	181 27	20,859 89	20,859 89	133 70	.....	1,773,633 80	13,049 49	66	1,440 32	591	9,103 42
Iowa.....	57,371 06	333,463	4,598,157 87	41,657 85	.....	790,419 70	6,526 48	23	601 77	286	2,746 16
Kansas.....	39,133 97	141,435	2,919,735 81	18,605 90	.....	849,309 00	7,691 58	44	946 73	240	6,497 63
Kentucky.....	13,893 15	83,914	1,947,455 06	10,796 15	.....	1,750,218 00	4,995 00	62	1,985 02	890	6,761 64
Louisiana.....	47,142 02	50,092	1,143,698 53	7,695 15	.....	1,507,018 00	8,595 15	919	1,472 74	1,150	33,597 92
Maine.....	20,312 11	76,956	1,336,576 50	10,390 60	67	1,507,018 00	8,595 15	919	1,473 39	631	9,612 17
Maryland.....	12,607 68	58,791	1,932,325 14	7,683 80	.....	1,237,236 00	4,373 87	60	1,413 39	621	9,612 17
Massachusetts.....	24,099 66	959,011	2,837,671 65	23,146 40	.....	1,865,314 30	57,399 85	1,826	10,293 98	6,411	105,575 15
Michigan.....	30,511 34	118,568	1,747,639 07	12,891 60	.....	1,712,817 00	1,037 21	775	15,098 13	2,866	46,396 44
Minnesota.....	26,297 16	118,588	1,747,639 07	12,891 60	.....	1,712,817 00	1,037 21	775	15,098 13	2,866	46,396 44
Mississippi.....	32,956 12	91,320	1,663,750 07	15,881 80	.....	837,174 82	1,869 62	14	374 72	243	4,393 67
Missouri.....	25,325 15	197,808	3,056,360 09	25,846 40	121 16	4,467,244 56	13,130 63	115	2,351 30	833	1,532 67
Montana Ter.....	8,746 93	8,883	175,391 94	1,257 40	.....	98,807 00	9,104 16	23	330 05	177	3,017 25
Nebraska.....	20,549 33	63,690	1,090,738 40	6,714 09	.....	930,946 00	9,104 16	23	330 05	177	3,017 25
Nevada.....	14,969	399,385 46	2,499 95	.....	.....	.....	.....	79	2,001 79	408	3,499 95
New Hampshire.....	5,057 17	49,934	715,219 67	6,309 55	.....	.....	.....	112	1,920 72	607	8,821 32
New Jersey.....	6,772 81	9,687 29	969,590 04	6,130 10	6 42	95,543 74	4,955 12	121	2,391 57	41	569 83
New York.....	9,687 29	62,861	969,590 04	6,130 10	.....	185,941 00	26,922 93	121	2,391 57	41	569 83

New Mexico Ter	5,336 36	7,985	216,943 45	1,359 00	170 04	164,723 37	.....	1,877	21 50	879 90	4	69 75	2 00
New York	198,497 19	387,730	5,764,230 13	49,532 60	1,359 00	15,837,011 06	111,105 35	1,877	38,047 54	879 90	14,930	235,128 96	7,505 50
North Carolina	20,812 88	82,395	1,619,208 31	11,942 55	1,359 00	2,943,959 00	4,035 47	16	4,700 48	10 40	78	2,048 45	56 25
Ohio	49,403 24	377,399	4,867,034 93	45,920 65	1,359 00	2,943,959 00	101,673 68	354	6,101 48	145 40	2,678	43,117 48	1,350 50
Oregon	16,223 05	20,172	393,841 98	2,970 15	1,359 00	2,943,959 00	1,529 00	98	697 24	16 20	262	8,158 49	2,910 00
Pennsylvania	43,894 40	274,763	3,742,324 13	33,890 30	1,359 00	2,716,464 70	51,202 34	535	11,304 60	257 70	6,003	91,673 81	2,900 10
Rhode Island	2,886 11	25,910	416,822 97	3,392 95	1,359 00	54,259 00	1,575 00	139	2,899 65	66 20	1,474	25,890 53	2,803 25
South Carolina	14,311 64	53,255	929,753 32	7,311 50	1,359 00	515,199 00	1,456 52	90	636 51	13 40	36	25,890 53	19 50
Tennessee	31,744 29	99,319	1,832,191 71	14,008 35	1,359 00	1,619,316 80	1,464 61	21	456 75	13 40	293	4,252 90	128 25
Texas	69,407 32	122,050	2,551,361 97	18,154 15	1,359 00	1,468,401 04	18,025 95	37	840 73	19 65	415	10,504 80	238 50
Utah Ter	4,009 14	10,264	241,543 62	1,608 20	1,359 00	1,390,294 02	8,496 85	8	313 00	6 40	507	7,635 75	236 75
Vermont	11,027 17	52,760	732,853 24	6,594 95	1,359 00	102,892 00	5,881 77	76	1,041 80	27 20	251	5,574 45	175 25
Virginia	20,515 46	78,847	1,253,309 24	10,376 80	1,359 00	1,444,798 00	3,942 00	24	532 48	19 25	608	13,765 04	362 00
Washington Ter	3,785 73	9,311	254,696 87	3,665 95	1,359 00	3,942 00	3,396 00	39	1,270 03	27 20	70	2,190 40	59 00
West Virginia	6,853 12	28,693	418,562 81	30,783 05	1,359 00	62,635 00	9,510 13	3	77 03	9 20	166	3,147 39	84 50
Wisconsin	56,832 94	236,568	3,641,824 66	30,783 05	1,359 00	2,144,038 00	1,246 00	236	5,343 62	121 40	838	12,647 35	368 00
Wyoming Ter	3,802 39	10,964	256,452 64	1,703 45	1,359 00	.....	1,246 00	7	155 00	3 20	49	12,647 35	20 25
Total	1,258,979 16	4,996,600	77,035,972 78	645,609 40	1,322 12	61,098,565 82	606,692 19	8,695	126,995 74	4,284 85	59,083	1,012,355 15	31,256 10

REPORT OF THE POSTMASTER-GENERAL.

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1876—Continued.

States and Territories.	International—Continued.						Domestic.	Transferred to postage fund.	Deposits.			
	German.			Swiss.								
	Number of orders.	Amount of orders.	Fees.	Number of orders.	Amount of orders.	Fees.						
Alabama.....	240	\$6,914 20	\$182 30	2	\$25 00	\$0 75	\$188 05	31,519	\$594,975 31	\$7,031 65	\$3,010 00	\$1,392,923 04
Arizona.....	5	200 00	5 25					4,950	47,713 41	1,497 95		1,497,730 00
Arkansas.....	77	1,515 90	41 20				37 01	19,600	518,630 13	6,830 98	116,519 00	1,154,593 66
California.....	2,086	54,846 31	1,500 70	92	2,291 60	66 25	31 37	53,848	1,453,126 92	12,826 24	78 65	2,195,915 00
Colorado.....	123	2,989 00	82 40	6	235 50	6 25	22 00	20,903	498,468 59	5,644 58	550 00	580,315 00
Connecticut.....	556	9,622 87	269 45	39	978 00	26 50	51 96	63,176	1,077,540 39	5,695 84	35 24	1,332,709 02
Dakota.....	21	334 50	9 75				9 35	3,133	73,113 93	1,352 71		132,923 80
Delaware.....	30	810 14	22 40	2	50 00	1 25	4 62	7,749	153,738 01	3,844 35	15 04	1,236,353 00
District of Columbia.....	434	10,502 93	283 30	99	2,302 02	64 00		37,922	690,976 96	3,599 12		1,236,353 00
Florida.....	55	1,322 50	34 65	3	116 00	3 00	58 57	15,837	397,323 58	3,592 36	2,101 00	1,175,841 40
Georgia.....	367	11,497 57	302 95	22	803 40	20 75	6 40	64,796	1,144,001 06	7,270 98		1,175,841 40
Idaho.....	30	1,290 25	32 90					4,708	98,728 68	2,970 86	175,641 00	55,565 00
Illinois.....	3,774	69,481 41	1,918 35	434	9,518 82	266 25	692 26	674,088	8,853,183 77	45,463 41	1,694 76	4,976,541 74
Indiana.....	842	13,770 88	1,383 40	50	1,470 35	40 25	1,450 52	148,900	2,313,180 32	2,049 38	17,668 08	2,047,199 37
Indian Ter.....								85	3,068 89	60 40		18,975 00
Iowa.....	676	12,216 97	330 30	41	763 50	22 25	276 47	188,136	3,327,616 02	27,318 01	232 45	3,019,538 00
Kansas.....	111	2,200 24	62 45	4	115 00	3 25	51 41	83,386	1,865,653 19	15,011 77	225 43	1,177,385 34
Kentucky.....	430	10,522 82	284 15	26	803 95	91 50	103 83	59,025	1,477,571 38	7,532 65	30 90	694,565 18
Louisiana.....	262	6,290 73	174 55	19	440 00	19 25		31,038	1,274,035 20	5,910 62	25 00	1,621,169 00
Maine.....	109	3,129 46	82 65	21	838 00	21 25	164 93	63,883	1,176,969 91	5,507 35	1,350 00	1,705,345 00
Maryland.....	1,208	26,096 37	700 75	9	216 25	6 25	125 42	94,339	1,856,934 63	16,397 55	2,040 35	335,506 10
Massachusetts.....	1,123	24,102 02	662 30	75	1,935 11	82 25	175 25	311,863	4,019,756 69	16,397 55	2,040 35	3,811,606 10
Michigan.....	1,189	20,471 50	579 20	98	1,110 86	37 56	193 65	197,520	2,930,779 34	22,310 19	1,654 00	2,490,812 00
Minnesota.....	405	6,230 69	175 15	28	645 65	18 50	212 66	77,717	1,266,372 30	11,437 45	850 68	1,345,210 82
Mississippi.....	24	691 50	13 15	8	163 00	3 25	22 54	26,732	466,372 30	11,437 45	850 68	1,239,680 03
Missouri.....	1,053	23,861 90	643 80	84	2,568 66	69 25	203 12	277,816	5,125,631 37	16,392 39	2,001 68	2,394,768 56
Montana.....	44	1,223 00	32 05					3,312	60,741 90	1,068 90		217,682 00
Nebraska.....	150	2,926 50	78 85	3	84 75	2 25	28 78	36,589	809,573 96	6,827 82	188 66	1,203,876 00
Nevada.....	150	5,238 62	136 65	6	120 65	3 50		2,337	75,286 01	2,664 81		1,334,483 00
New Hampshire.....	92	1,619 34	45 70	4	69 25	1 00	96 95	35,496	524,183 97	3,358 72	93 54	240,363 74
New Jersey.....	1,425	26,795 18	739 95	43	990 95	29 00	168 04	58,590	958,496 00	5,956 05	211 00	225,863 78

New Mexico	16	536 50	14 00	1,760	44,504 90	1,301 95	569 92	1,599	44,479 97	1,792 92	72,742 29	335,638 27
New York	12,970	262,438 99	7,982 00	1,760	44,504 90	1,301 95	569 92	921,891	11,409,398 97	42,878 29	72,742 29	10,520,863 39
North Carolina	565	5,327 51	138 55	1	1 40 30	1 85	77 84	31,653	652,770 32	6,703 90	7,178 47	1,203,300 00
Ohio	2,239	30,173 97	1,090 90	101	1,738 65	51 75	457 43	403,013	5,711,078 81	30,996 87	104,520 89	2,143,460 67
Oregon	2,337	6,970 01	169 00	11	358 50	9 30	14 73	8,394	256,676 92	4,342 82	4,342 82	453,317 00
Pennsylvania	2,215	44,703 01	1,313 30	149	3,953 09	108 30	712 20	342,360	4,574,535 45	24,000 35	4,891 93	1,945,785 98
Rhode Island	140	3,103 95	83 65	2	30 00	1 00	35 69	17,171	309,632 23	2,185 06	2,185 06	216,903 00
South Carolina	65	1,839 00	45 65	1	35 00	1 00	35 69	28,277	506,771 36	4,789 49	73 99	939,381 00
Tennessee	166	4,186 53	111 60	60	1,291 35	36 25	40 18	84,740	1,617,744 75	10,256 61	728 29	1,839,110 00
Texas	739	18,035 10	482 80	10	113 42	4 00	68 76	60,226	1,468,227 73	16,309 05	5,435 53	2,593,943 37
Utah	53	1,674 25	44 00	20	718 00	18 50	1 47	3,781	153,407 46	1,282 87	1,466 00	206,420 02
Vermont	17	713 80	18 00	20	708 70	18 50	103 59	34,192	575,093 77	3,492 38	1,466 00	273,933 63
Virginia	277	7,295 05	197 65	20	708 70	18 50	103 59	63,408	1,121,144 20	6,156 10	13 41	1,594,250 00
Washington	47	958 25	27 00	1	9 90	25	114 93	2,646	89,537 99	1,596 51	311 90	170,539 00
West Virginia	83	1,318 71	37 70	1	9 90	25	114 93	14,392	256,852 66	2,413 06	311 90	259,546 00
Wisconsin	1,546	23,347 44	659 55	102	1,661 45	49 50	279 21	139,546	2,535,217 19	21,437 55	873 48	2,929,956 00
Wyoming	9	245 75	7 00	102	1,661 45	49 50	279 21	9,669	119,556 64	1,892 56	1,892 56	137,383 00
Total	38,174	780,060 52	21,448 10	3,457	83,256 62	2,347 25	6,740 97	4,947,593	76,682,571 45	473,707 40	524,569 65	82,071,210 93

New Mexico.....	2	91 60	525 40	5,834	95 150 63	738 20	7,312	170,544 78	57 19	773 59	359	8,210 39	73 18	5,698 80	85,769 73	563 69	6,230 77	20 72
New York.....	3,894	56,898 20	525 40	49	991 60	738 20	7,312	170,544 78	57 19	773 59	359	8,210 39	73 18	5,698 80	85,769 73	563 69	6,230 77	20 72
North Carolina.....	11	201 23	525 40	49	991 60	738 20	7,312	170,544 78	57 19	773 59	359	8,210 39	73 18	5,698 80	85,769 73	563 69	6,230 77	20 72
Ohio.....	454	8,052 17	24 50	1,121	21,859 42	63 95	1,718	44,670 18	251 25	251 25	143	3,987 95	16 00	2,642 00	5,741 81	2,784 67	292 65	107 64
Oregon.....	132	4,943 94	56 00	15	354 20	63 95	1,718	44,670 18	251 25	251 25	143	3,987 95	16 00	2,642 00	5,741 81	2,784 67	292 65	107 64
Pennsylvania.....	771	13,325 19	56 00	3,031	48,590 62	313 28	2,480	61,518 58	73 50	73 50	138	3,673 36	.....	3,633 56	94,211 51	1,900 50	14,695 13	34 23
Rhode Island.....	67	1,465 58	20 00	283	5,055 05	6 88	77	2,052 71	10 00	10 00	2	94 11	.....	16 75	1,967 72	1,450 32	497 93	4 04
South Carolina.....	37	990 13	.....	32	589 97	.....	93	2,471 93	57 00	57 00	2	63 88	.....	16 90	8,579 97	19,516 06	.....	37 16
Tennessee.....	14	382 97	50 00	99	9,231 14	20 00	90	2,024 00	10 50	10 50	27	1,119 00	.....	47 97	8,552 03	29,634 05	.....	37 01
Texas.....	33	754 01	50 00	140	4,194 23	55 00	565	15,593 07	135 00	135 00	16	484 74	.....	636 55	8,408 50	73,969 56	.....	6 13
Utah.....	5	119 88	30 75	279	4,714 01	5 49	44	1,394 92	80 00	80 00	2	66 57	.....	503 41	9,041 70	16,200 49	.....	19 17
Vermont.....	83	2,002 58	.....	46	4,714 01	.....	107	2,584 33	.....	.....	8	293 61	.....	121 91	6,634 40	22,053 30	.....	21 52
Virginia.....	24	471 52	10 00	198	4,714 01	33 20	41	1,002 71	43 00	43 00	22	489 46	.....	6 50	1,773 60	3,505 57	.....	48 44
Washington.....	26	639 32	.....	47	994 30	.....	41	837 33	248 35	248 35	96	2,411 71	34 83	219 52	1,579 86	6,497 85	.....	209 58
West Virginia.....	5	102 62	20 00	363	7,773 29	128 00	2,365	62,556 49	145 45	145 45	7	.....	.....	.....	16,916 03	45,534 61	.....	.....
Wisconsin.....	159	4,916 33	.....	11	143 63	.....	7	.....	.....	.....	.....	.....	.....	.....	875 35	3,134 91	.....	.....
Wyoming.....	150	1,502 01	.....	11	143 63	.....	7	.....	.....	.....	.....	.....	.....	.....	875 35	3,134 91	.....	.....
Total.....	11,783	232,635 57	1,447 14	20,556	372,288 03	2,797 42	28,879	729,672 66	3,691 36	3,691 36	1,493	38,394 29	209 79	33,067 52	457,940 23	1,192,536 80	5,168 79	.....

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 23, 1876.

No. 7.—*Statement of the receipts and disbursements of the Money-Order Office of the United States for the fiscal year ended June 30, 1876.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1875.....		\$1,258,979 16
Amount received for domestic money-orders issued....	\$77,035,972 78	
Amount received for Canadian international money-orders issued.....	186,995 74	
Amount received for British international money-orders issued.....	1,018,355 15	
Amount received for German international money-orders issued.....	780,060 52	
Amount received for Swiss international money-orders issued.....	83,256 62	
Total issued.....		79,104,640 81
Amount received for fees on domestic money-orders issued.....	645,699 40	
Amount received for fees on Canadian international money-orders issued.....	4,284 85	
Amount received for fees on British international money-orders issued.....	31,256 10	
Amount received for fees on German international money-orders issued.....	21,448 10	
Amount received for fees on Swiss international money-orders issued.....	2,347 25	
Total fees.....		705,035 70
Amount received for premiums, &c.....		1,322 12
Amount received for deposits and drafts.....		61,088,565 82
Amount transferred from postage fund.....		606,692 19
Amount due postmasters.....		6,740 97
		<u>142,771,976 77</u>

DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$76,632,571 45	
Amount of Canadian international money-orders paid.....	232,625 57	
Amount of British international money-orders paid....	372,288 63	
Amount of German international money-orders paid..	729,672 66	
Amount of Swiss international money-orders paid....	38,394 29	
Total paid.....		78,005,552 60
Amount of domestic money-orders repaid. \$473,767 40		
Amount of Canadian international money-orders repaid.....	1,447 14	
Amount of British international money-orders repaid.....	2,797 42	
Amount of German international money-orders repaid.....	3,691 38	
Amount of Swiss international money-orders repaid.....	203 79	
Total repaid.....		481,913 13
Amount transferred to postage fund.....	524,589 68	
Amount deposited at first-class offices.....	62,071,210 02	
Amount paid for incidental expenses.....	33,067 52	
Amount paid for commissions and clerk-hire.....	457,940 23	
Miscellaneous items.....	5,166 79	
Balance in the hands of postmasters June 30, 1876....	1,192,536 80	
		<u>142,771,976 77</u>

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 8.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1876.*

Amount received for fees on orders issued	\$645,699 40	
Premiums, &c., received	1,322 12	
		647,021 52
Amount paid for commissions and clerk-hire.....	\$420,487 42	
Incidental expenses	30,800 09	
Lost remittances.....	4,960 64	
Bad debts.....	2 53	
Net revenue	190,770 84	
		647,021 52
	J. M. MCGREW,	Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 9.—*Statement showing the revenue which accrued on money-order transactions with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1875.*

Amount of fees received on orders issued.....	\$34,986 25	
Amount paid for commissions and clerk-hire.....	\$23,036 12	
Excess of commissions paid United Kingdom.....	8,350 97	
Cost of exchange over treaty rates on £150,861 0s. 2d.....	2,590 80	
Incidental expenses	174 77	
Net revenue.....	833 59	
		34,986 25
	J. M. MCGREW,	Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 10.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1875.*

Amount received for fees on orders issued.....	\$20,498 25	
Gain in the purchase of exchange under treaty rates, on thalers 165,300..	39 30	
		20,537 55
Amount paid for commissions and clerk-hire.....	\$9,814 71	
Excess of commissions paid Germany	2,732 49	
Incidental expenses.....	173 88	
Net revenue	7,816 47	
		20,537 55
	J. M. MCGREW,	Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 11.—*Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1876.*

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Inman line	\$1,338 70	\$467 25	.....	\$9,648 46	\$11,454 41
North-German Lloyd of Bremen	989 55	309 50	.....	6,796 93	9,095 98
Cunard line	603 09	360 94	.....	5,817 78	6,781 81
French Steamship Company	581 29	177 47	.....	3,970 43	4,729 19
Hamburg-American Packet Company	532 11	204 00	.....	4,071 65	4,807 76
Total	4,044 74	1,519 16	.....	30,305 25	35,869 15
Amount received .....	.....	5,563 90	\$30,305 25	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Unpaid.	Total.
Cunard line	\$240 84	\$6,301 87	\$895 95	\$7,438 66
Hamburg-American Packet Company	493 92	4,774 47	1,232 66	6,501 05
Liverpool and Great Western Steam Company	24 84	5,072 79	999 25	6,096 88
French Steamship Company	165 24	3,710 99	549 41	4,425 64
White Star line	136 62	2,158 68	339 12	2,634 42
Inman line	105 84	1,951 10	398 95	2,455 89
North-German Lloyd, of Bremen	393 66	1,238 29	156 71	1,788 66
Anchor line	54	20 61	1 50	22 65
Total	1,561 50	25,228 80	4,573 55	31,363 85
Amount sent	26,790 30	.....	4,573 55	.....

Amount collected in the United States \$32,354 20

Amount collected in France 34,778 80

Total 67,133 00

Excess collected in France 2,424 60

Increase compared with same period last fiscal year 7,603 38

NOTE.—After France was admitted to the Postal Union, January 1, 1876, the postage was not reported.

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 12.—*Weight of letters and newspapers, &c., sent from the United States to the United Kingdom in British mails during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard line	15,686,146	63,987,616
White Star line	7,965,403	34,363,482
Hamburg-American Packet Company	7,097,651	33,931,593
Liverpool and Great Western Steam Company	7,493,792	33,007,852
North-German Lloyd of Bremen	1,651,709	14,416,185
Canadian line	1,820,597	9,185,950
Anchor line	829,370	5,533,001
American Steamship Company	539,686	3,516,803
Inman line	1,114,193	5,071,923
Total	44,258,757	203,014,405
Decrease compared with last fiscal year	5,829,836	1,314,913

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

REPORT OF THE POSTMASTER-GENERAL.

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No. 13.—*Weight of letters and newspapers, &c., sent from the United States to Germany in closed mails through England and France, and by direct steamer, during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North-German Lloyd of Bremen.....	8, 158, 393	29, 121, 761
Hamburg-American Packet Company, direct.....	7, 193, 179	27, 209, 833
Cunard line, via England.....	4, 717, 146	12, 277, 297
Liverpool and Great Western Steam Company, via England.....	3, 946, 734	9, 507, 325
North-German Lloyd of Bremen, via England.....	1, 554, 394	3, 693, 974
Hamburg-American Packet Company, via England.....	1, 064, 995	754, 061
White Star line, via England.....	243, 839	560, 726
Anchor line, via England.....	132, 365	542, 727
Inman line, via England.....	58, 732	175, 461
American Steamship Company, via England.....	15, 250	79, 105
Total.....	27, 085, 027	83, 922, 270
Compared with last fiscal year.....	{ Increase. { Decrease	9, 810, 899
		49, 821

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 14.—*Number and weight of letters, and weight of newspapers, &c., exchanged between the United States and France, during the fiscal year ended June 30, 1876.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Inman line.....	110, 320	812, 992	146, 758	333, 199	2, 003, 755	1, 080, 734
Hamburg-American Packet Company.....	46, 548	332, 655	71, 300	1, 222, 528	839, 845	4, 274, 431
North German Lloyd of Bremen.....	78, 560	569, 723	17, 890	336, 746	1, 907, 338	1, 202, 850
Cunard line.....	66, 954	493, 336	81, 409	1, 793, 806	1, 011, 525	7, 430, 478
French line.....	35, 630	355, 385	48, 702	1, 047, 358	1, 355, 523	4, 449, 365
American Steamship Company.....			350	4, 527		18, 205
White Star Line.....			27, 362	740, 518		2, 667, 975
Liverpool and Great Western Steam Company.....			67, 667	957, 062		3, 492, 984
Anchor line.....			247	2, 285		
Total.....	338, 012	2, 564, 091	461, 685	6, 438, 109	7, 197, 986	24, 617, 022
Compared with last fiscal year. } Increase.	23, 958	213, 354	171, 142	1, 389, 335	572, 442	7, 612, 649

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 15.—*Weight of letters and newspapers, &c., sent from the United States to Belgium during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	173, 161	487, 156
North German Lloyd of Bremen.....	243, 354	915, 554
White Star line.....	52, 730	74, 968
Cunard line.....	221, 380	655, 730
Liverpool and Great Western Steam Company.....	115, 553	386, 788
Inman line.....	12, 072	22, 296
Anchor line.....	4, 035	16, 764
Red Star line.....	1, 049	.....
American Steamship Company.....	360	2, 122
Total.....	823, 714	2, 541, 378
Increase compared with last fiscal year.....	111, 569	134, 789

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 16.—*Weight of letters and newspapers, &c., sent from the United States to Switzerland, in closed mails, via England and Belgium, and by direct steamer, via Bremen and Hamburg, during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen.....	523, 134	2, 228, 287
Hamburg-American Packet Company.....	391, 785	1, 705, 533
Cunard line.....	437, 284	1, 930, 961
Liverpool and Great Western Steam Company.....	327, 118	1, 206, 562
White Star line.....	46, 265	241, 587
Inman line.....	16, 655	53, 001
Anchor line.....	9, 310	53, 454
American Steamship Company.....	1, 035	7, 078
Total.....	1, 752, 586	7, 426, 462
Increase compared with last fiscal year.....	470, 100	506, 040

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 17.—*Weight of letters and newspapers, &c., sent from the United States to the Netherlands during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen.....	441, 722	1, 695, 313
Cunard line.....	290, 764	498, 889
Hamburg-American Packet Company.....	243, 361	547, 961
Liverpool and Great Western Steam Company.....	214, 094	323, 907
White Star line.....	52, 280	126, 419
Inman line.....	11, 295	29, 445
Anchor line.....	6, 180	21, 281
Netherlands-American Steam Navigation Company.....	3, 250	821
American Steamship Company.....	380	1, 486
Total.....	1, 263, 326	3, 245, 532
Increase compared with last fiscal year.....	323, 294	1, 285, 807

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 12.—*Weight of letters and newspapers, &c., sent from the United States to Denmark during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	779, 200	1, 417, 994
North-German Lloyd of Bremen	417, 529	803, 268
Anchor line.....	6, 290	22, 940
White Star line.....	7, 725	11, 109
Total	1, 210, 744	2, 254, 311
Increase compared with last fiscal year	66, 022	867, 282

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.No. 19.—*Weight of letters and newspapers, &c., sent from the United States to Italy during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North-German Lloyd of Bremen.....	593, 197	2, 060, 941
Cunard line	506, 927	1, 488, 485
Hamburg-American Packet Company.....	370, 481	1, 298, 404
Liverpool and Great Western Steam Company.....	347, 350	899, 148
Inman line.....	18, 820	42, 129
White Star line	49, 220	189, 740
Anchor line.....	9, 095	42, 469
American Steamship Company.....	1, 220	4, 077
Total	1, 896, 310	6, 025, 393
Increase compared with last fiscal year	232, 033	715, 322

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.No. 20.—*Weight of letters and newspapers, &c., sent from the United States to Sweden during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	1, 548, 139	2, 216, 688
North-German Lloyd of Bremen	865, 180	1, 262, 250
Anchor line.....	11, 000	27, 675
White Star line	12, 825	12, 394
Total	2, 437, 144	3, 519, 907
Increase compared with last fiscal year	345, 010	1, 052, 323

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 21.—*Weight of letters and newspapers, &c., sent from the United States to Norway during the fiscal year ended June 30, 1876.*

Linea.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company	1, 145, 519	2, 151, 836
White Star line.....	12, 120	11, 139
North-German Lloyd of Bremen	696, 271	716, 081
Anchor line.....	12, 090	11, 474
Total	1, 866, 000	2, 890, 530
Increase compared with last fiscal year	409, 514	1, 178, 243

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 22.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Ecuador during the fiscal year ended June 30, 1876.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postages on letters.
Received.....	637	129	\$127 40
Sent.....	3, 074	5, 950	826 05
Total.....	3, 711	6, 079	953 45
Add newspaper postages, at two cents each.....			121 58
Total postages.....			1, 075 03
Decrease compared with last fiscal year.....	3, 124	2, 500	463 55

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 23.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Venezuela during the fiscal year ended June 30, 1876.*

Pim, Forwood & Co.'s Line.	Letters.	Newspapers, &c.	Postages on letters.
Received.....	2, 340	1, 188	\$70 20
Sent.....	2, 083	2, 964	154 00
Total.....	4, 423	4, 152	224 20
Add newspaper postages, at two cents each.....			83 04
Total postages.....			307 24
Compared with last fiscal year.....	1, 519	1, 190	140 54
{ Increase			
{ Decrease			

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

REPORT OF THE POSTMASTER-GENERAL.

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No. 24.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to New Granada during the fiscal year ended June 30, 1876.*

Pim, Forwood & Co.'s Line.	Letters.	Newspapers, &c.	Postages on letters.
Received	5,742	1,376	\$287 10
Sent	11,958	12,524	597 90
Total	17,700	13,900	885 00
Add newspaper postages, at two cents each			278 00
Total postages			1,163 00
Decrease compared with last fiscal year	2,173	387	1,118 18

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 25.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama and Colon during the fiscal year ended June 30, 1876.*

Pacific Mail-Steamship Company, and other steamers.	Letters.	Newspapers, &c.	Postages on letters.
Received	113,244	64,686	\$8,573 30
Sent	96,055	167,307	10,917 46
Total	209,299	231,993	19,490 76
Add newspaper postages, at two cents each			4,639 86
Total postages			24,130 62
Decrease compared with last fiscal year	11,041	18,378	9,230 73

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 26.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal year ended June 30, 1876.*

United States and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postages on letters.
Received	38,042	29,903	\$1,403 22
Sent	46,182	56,552	4,353 45
Total	84,224	86,455	5,756 67
Add newspaper postages, at two cents each			1,729 10
Total postages			7,485 77
Increase compared with last fiscal year	15,788	23,290	1,180 93

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 27.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Brazil during the fiscal year ended June 30, 1876.*

	Letters.	Newspapers, &c.	Postages on letters.
Received	38, 448	50, 714	\$5, 033 58
Sent	38, 831	40, 047	6, 511 18
Total	77, 279	90, 761	11, 544 76
Add newspaper postages, at two cents each			1, 815 22
Total postages			12, 369 98
Decrease compared with last fiscal year	19, 703	5, 106	4, 014 86

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 28.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to the West India Islands during the fiscal year ended June 30, 1876.*

West India Mail-steamers.	Letters.	Newspapers, &c.	Postages on letters.
Received	523, 710	108, 091	\$22, 800 13
Sent	466, 555	229, 585	22, 293 31
Total	990, 265	337, 676	45, 093 44
Add newspaper postages, at two cents each			6, 753 52
Total postages			52, 446 96
Compared with last fiscal year	{ Increase	66, 473	9, 076
	{ Decrease		35, 121 65

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FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 29.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Japan and China during the fiscal year ended June 30, 1876.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postages on letters.
Received	159, 757	96, 857	\$2, 806 04
Sent	96, 717	164, 308	10, 650 02
Total	256, 474	261, 165	13, 456 06
Add newspaper postages, at two cents each			5, 223 30
Total postages			18, 679 36
Decrease compared with last fiscal year	11, 445	7, 060	7, 016 69

J. M. MCGREW, Auditor.

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No. 30.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, Auckland, and Melbourne, Sydney, &c., during the fiscal year ended June 30, 1876.*

	Letters.	Newspapers, &c.	Postages on letters.
Received	87, 762	81, 299	\$952 50
Sent	85, 727	201, 719	7, 711 66
Total	173, 489	283, 018	8, 664 16
Add newspaper-postages, at two cents each			5, 660 36
Total postages			14, 324 52
Increase compared with last fiscal year	14, 116	56, 651	345 98

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No. 31.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Guatemala and San Salvador during the fiscal year ended June 30, 1876.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postages on letters.
Received	6, 815	1, 037	\$691 50
Sent	9, 068	11, 636	947 30
Total	15, 883	12, 673	1, 628 80
Add newspaper-postages, at two cents each			253 46
Total postages			1, 882 26

NOTE.—Not reported separately last year.

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 32.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Bermuda during the fiscal year ended June 30, 1876.*

	Letters.	Newspapers, &c.	Postages on letters.
Received	23, 514	5, 460	\$1, 161 81
Sent	15, 090	15, 640	721 69
Total	38, 604	21, 100	1, 883 70
Add newspaper-postages, at two cents each			422 00
Total postages			2, 305 70
Compared with last fiscal year	8, 433	3, 930	836 51
{ Increase			
{ Decrease			

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No. 33.—*Statement of the postages collected in the United States on the letter-mails exchanged between the United States and Nova Scotia and Newfoundland during the fiscal year ended June 30, 1876.*

Amount on prepaid letters sent	\$2,089 61
Amount on unpaid letters received	36 99
Total amount	2,126 60

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No. 34.—*Weight of letters and newspapers, &c., sent from the United States to Spain during the fiscal year ended June 30, 1876.*

Lines.	Letters.	Newspapers, &c.
	Grams.	Grams.
North-German Lloyd of Bremen	82,965	397,269
Cunard line	76,390	379,868
Hamburg-American Packet Company	37,775	213,465
Liverpool and Great Western Steam Company	40,565	155,290
White Star line	13,585	73,554
Inman line	5,420	18,573
American Steamship Company	450	1,552
Total	257,180	1,239,577

NOTE.—Prior to January 1, 1876, the Spanish mail was sent in the French mail.

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 35.—*Weight of letters and newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1876.*

Countries.	Letters.	Newspapers.
	Grams.	Grams.
United Kingdom of Great Britain and Ireland	44,258,757	203,014,405
Germany	27,085,027	83,922,270
France	6,438,109	24,617,092
Belgium	823,714	2,541,378
Netherlands	1,263,326	3,245,532
Switzerland	1,752,586	7,426,462
Italy	1,896,310	6,025,393
Denmark	1,210,744	2,254,311
Sweden	2,437,144	3,519,007
Norway	1,866,000	2,890,530
Spain	257,180	1,239,577
Total	89,288,897	340,695,887
Compared with last fiscal year	<div> Increase</div> <div>Decrease ...</div>	<div>23,088,018</div> <div>2,275,700</div>

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 36.—*Number of letters exchanged between the United States and foreign countries, other than transatlantic mails, during the fiscal year ended June 30, 1876.*

Countries.	Number of letters.	
	Received.	Sent.
Panama	113, 244	96, 055
Mexico	38, 042	46, 182
Brazil	38, 448	38, 831
Ecuador	637	3, 074
Venezuela	2, 340	2, 083
New Granada	5, 742	11, 958
Guatemala and San Salvador	6, 815	9, 068
West Indies, &c.	573, 710	466, 555
China and Japan	159, 757	96, 717
Honolulu, Auckland, &c.	87, 762	85, 727
Bermuda	23, 514	15, 090
Total	1, 050, 011	871, 340
Increase compared with last fiscal year	21, 044	26, 046

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 37.—*Amounts reported as due the steamers of the Inman line for services rendered during the fiscal year ended June 30, 1876.*

Quarter ended September 30, 1875	\$2, 926 72
Quarter ended December 31, 1875	2, 784 51
Quarter ended March 31, 1876	1, 027 08
Quarter ended June 30, 1876	1, 510 97
Total amount paid	8, 249 28

Amounts reported as due the steamers of the North-German Lloyd of Bremen for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$6, 510 23
Quarter ended December 31, 1875	5, 959 46
Quarter ended March 31, 1876	7, 102 76
Quarter ended June 30, 1876	5, 759 75
Total amount paid	25, 332 20

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$763 01
Quarter ended December 31, 1875	780 76
Quarter ended March 31, 1876	863 18
Quarter ended June 30, 1876	801 07
Total amount paid	3, 208 02

Amounts reported as due the steamers of the Hamburg American Packet Company for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$9, 449 94
Quarter ended December 31, 1875	8, 775 98
Quarter ended March 31, 1876	9, 036 88
Quarter ended June 30, 1876	7, 200 66
Total amount paid	34, 463 46

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$7,462 19
Quarter ended December 31, 1875	9,664 90
Quarter ended March 31, 1876	11,314 79
Quarter ended June 30, 1876	10,463 21
Total amount paid	38,905 09

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$6,821 43
Quarter ended December 31, 1875	6,133 03
Quarter ended March 31, 1876	4,896 07
Quarter ended June 30, 1876	4,243 28
Total amount paid	22,093 81

Amounts reported as due the steamers of the White Star line for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$2,712 74
Quarter ended December 31, 1875	2,175 94
Quarter ended March 31, 1876	5,455 56
Quarter ended June 30, 1876	4,890 05
Total amount paid	15,234 29

Amounts reported as due the steamers of the American Steamship Company for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$476 66
Quarter ended December 31, 1875	433 73
Quarter ended March 31, 1876	425 32
Quarter ended June 30, 1876	632 96
Total amount paid	1,968 67

Amounts reported as due the steamers of the Anchor line for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$484 70
Quarter ended December 31, 1875	1,105 74
Quarter ended March 31, 1876	267 42
Quarter ended June 30, 1876	109 32
Total amount paid	1,967 18

The sea-postages on the mails conveyed from the United States to France by the steamers of the French Steamship Company, and settled in the accounts between the United States and France, during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$418 06
Quarter ended December 31, 1875	605 92
Quarter ended March 31, 1876	375 77
Quarter ended June 30, 1876	677 15
Total amount paid	2,076 90

Amounts reported as due the steamers of the Netherlands Steam Navigation Company during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$1 65
Quarter ended December 31, 1875	1 11
Quarter ended March 31, 1876	
Quarter ended June 30, 1876	
Total amount paid	2 76

Amounts reported as due the steamers of the Pacific Mail Steamship Company for the conveyance of the mails between the United States and Panama during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$4,535 16
Quarter ended December 31, 1875	4,335 48
Quarter ended March 31, 1876	4,101 53
Quarter ended June 30, 1876	3,061 59
Total amount paid	16,033 76

Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Brazil, New Granada, Bermuda, and New Zealand for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$5,607 63
Quarter ended December 31, 1875	6,161 77
Quarter ended March 31, 1876	9,667 69
Quarter ended June 30, 1876	7,053 79
Total amount paid	28,490 88

Amounts reported as due the steamers conveying the mails between the United States and Nova Scotia for services rendered during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875	\$256 37
Quarter ended December 31, 1875	293 03
Quarter ended March 31, 1876	236 20
Quarter ended June 30, 1876	125 55
Total amount paid	911 15

The following reports for the transportation of closed mails for the periods named have been made during the fiscal year ended June 30, 1876.

To the steamers of the Liverpool and Great Western Steam Company :

Quarter ended March 31, 1875	\$1,393 28
Quarter ended June 30, 1875	109 52
Total	1,502 80

To the steamers of the Cunard line :

Quarter ended December 31, 1874	428 35
Quarter ended March 31, 1875	478 27
Quarter ended June 30, 1875	2,046 90
Total	2,953 52

To the steamers of the White Star line :

Quarter ended March 31, 1875	53 25
Quarter ended June 30, 1875	1 17
Total	54 42

To the steamers of the Hamburg-American Packet Company :

Quarter ended December 31, 1874	229 17
Quarter ended March 31, 1875	162 38
Quarter ended June 30, 1875	125 65
Total	517 20

To the steamers of the North-German Lloyd line :

Quarter ended December 31, 1874	465 02
Quarter ended March 31, 1875	27 56
Quarter ended June 30, 1875	7 30
Total	499 88

To the steamers of the Eagle Hamburg line:

Quarter ended December 31, 1874.....	\$1,692 59
Quarter ended March 31, 1875	2,567 56
Quarter ended June 30, 1875.....	1,149 42
Total	5,409 57

To the steamers of the Inman line:

Quarter ended December 31, 1874.....	2 56
Quarter ended March 31, 1875	1 88
Quarter ended June 30, 1875.....	1,310 55
Total	1,314 99

To the steamers of the Dominion line:

Quarter ended March 31, 1875	63 98
Total	63 98

J. M. MCGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.

No. 38.—*Balances due the United States on the adjustment of the postal accounts between the United States and Switzerland for the quarters indicated; settlements made during the fiscal year ended June 30, 1876.*

Quarter ended June 30, 1875	\$1,900 69
Quarter ended September 30, 1875.....	21 11
Quarter ended December 31, 1875.....	24 73
Total	1,946 53

Balances due the United States on the adjustment of the postal accounts between the United States and the Netherlands for the quarters indicated; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875	\$1,170 12
Quarter ended September 30, 1875.....	12 74
Quarter ended December 31, 1875.....	14 00
Total	1,196 86

Balances due the United States on the adjustment of the postal accounts between the United States and Italy for the quarters indicated; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875.....	\$1,405 74
Quarter ended September 30, 1875.....	16 26
Quarter ended December 31, 1875	19 36
Total	1,441 36

Balances due the United States on the adjustment of the postal accounts between the United States and France for the quarters indicated; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875.....	\$4,538 03
Quarter ended September 30, 1875.....	4,776 10
Quarter ended December 31, 1875	3,993 24
Total.....	13,307 37

Balances due the United States on the adjustment of the postal accounts between the United States and the empire of Germany for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875.....	\$451 49
Total	451 49

Balances due the United States on the adjustment of the postal accounts between the United States and Belgium for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875.....	\$57 58
Total	57 58

Balances due the United States on the adjustment of the postal accounts between the United States and Sweden for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875.....	\$10 36
Quarter ended December 31, 1875.....	12 15
Total	22 51

Balances due the United States on the adjustment of the postal accounts between the United States and Norway for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875.....	\$119 34
Quarter ended December 31, 1875.....	12 17
Total	131 51

Balances due the United States on the adjustment of the postal accounts between the United States and Spain for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended September 30, 1875.....	\$1 91
Total	1 91

Balances due from the United States to the empire of Germany on the adjustment of the postal accounts between the United States and Germany for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875.....	\$12, 224 91
Total	12, 224 91

Balances due from the United States to the United Kingdom of Great Britain and Ireland on the adjustment of the postal accounts between the United States and the United Kingdom for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended March 31, 1875.....	\$5, 860 64
Quarter ended June 30, 1875.....	3, 520 18
Total.....	9, 380 82

Balances due from the United States to the kingdom of Denmark on the adjustment of the postal accounts between the United States and Denmark for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875.....	\$212 63
Total	212 63

Balances due from the United States to the kingdom of Belgium on the adjustment of the postal accounts between the United States and Belgium for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

Quarter ended June 30, 1875.....	\$2, 011 60
Quarter ended December 31, 1875.....	3, 827 62
Total	5, 839 22

Balances due from the United States to the kingdom of Sweden on the adjustment of the postal accounts between the United States and Sweden for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

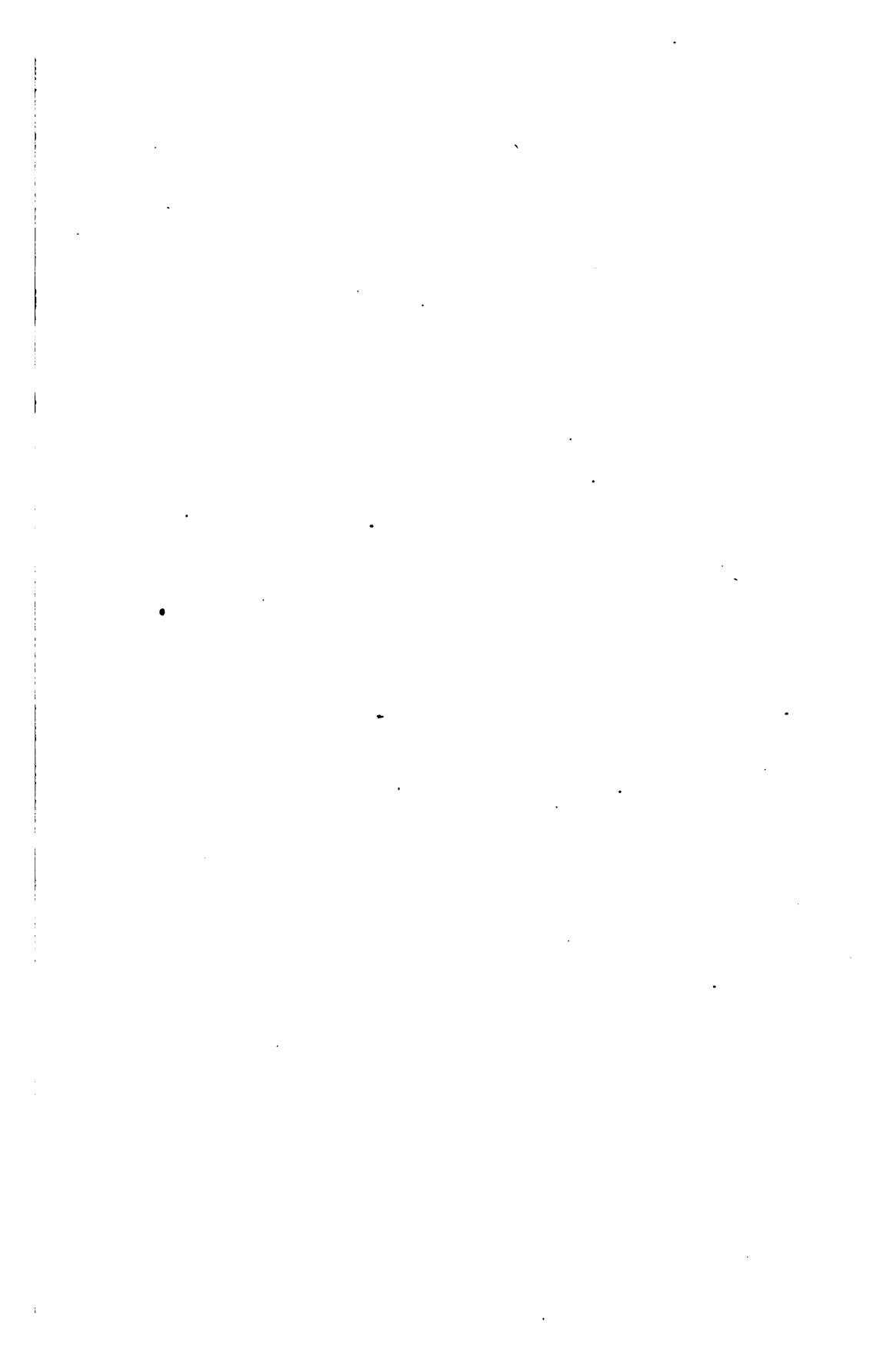
Quarter ended June 30, 1875.....	\$3, 457 46
Total	3, 457 46

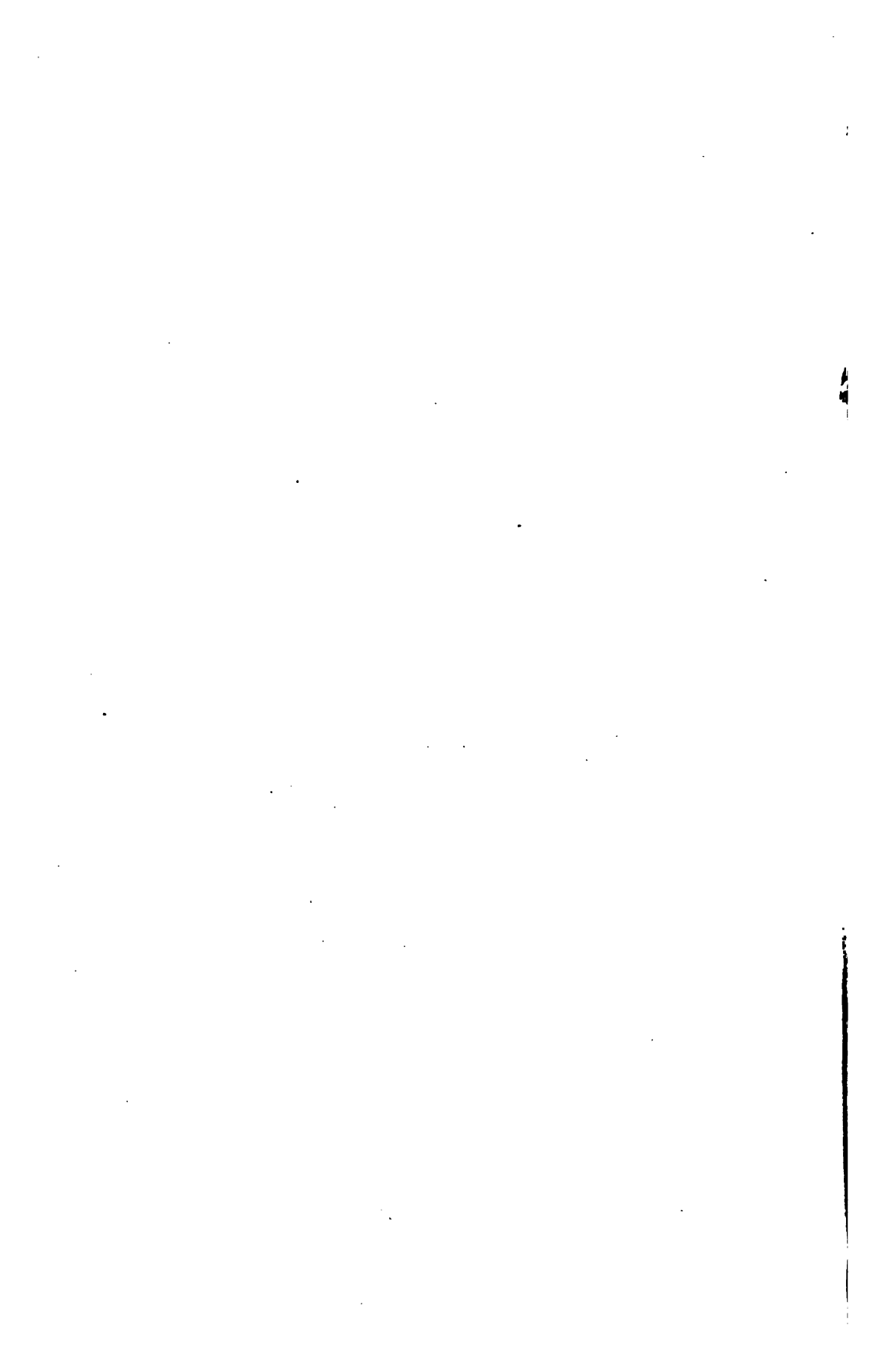
Balances due from the United States to the kingdom of Norway on the adjustment of the postal accounts between the United States and Norway for the quarters indicated ; settlements made during the fiscal year ended June 30, 1876.

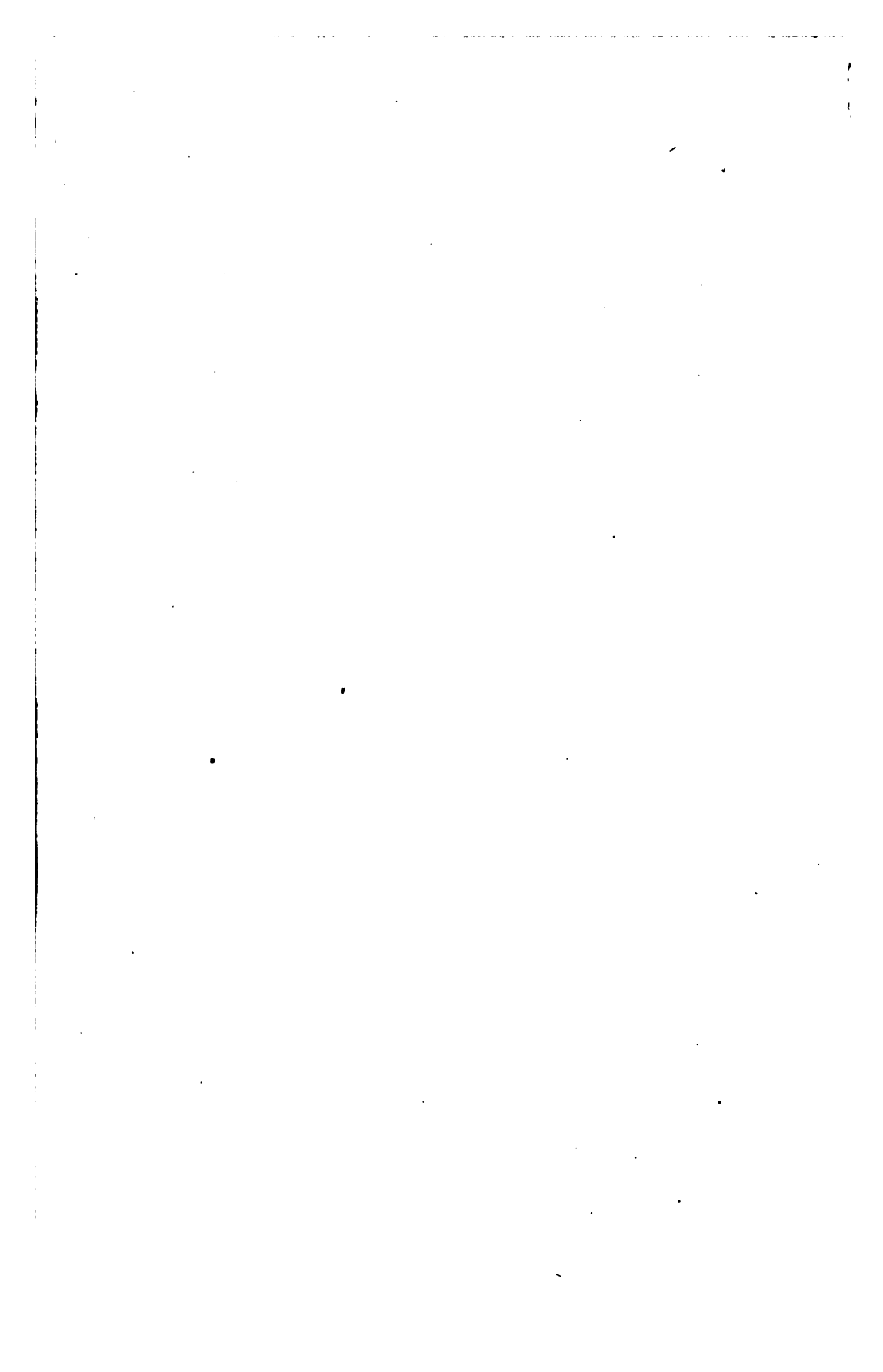
Quarter ended March 31, 1875.....	\$1, 464 29
Quarter ended June 30, 1875.....	1, 025 04
Total	2, 489 33

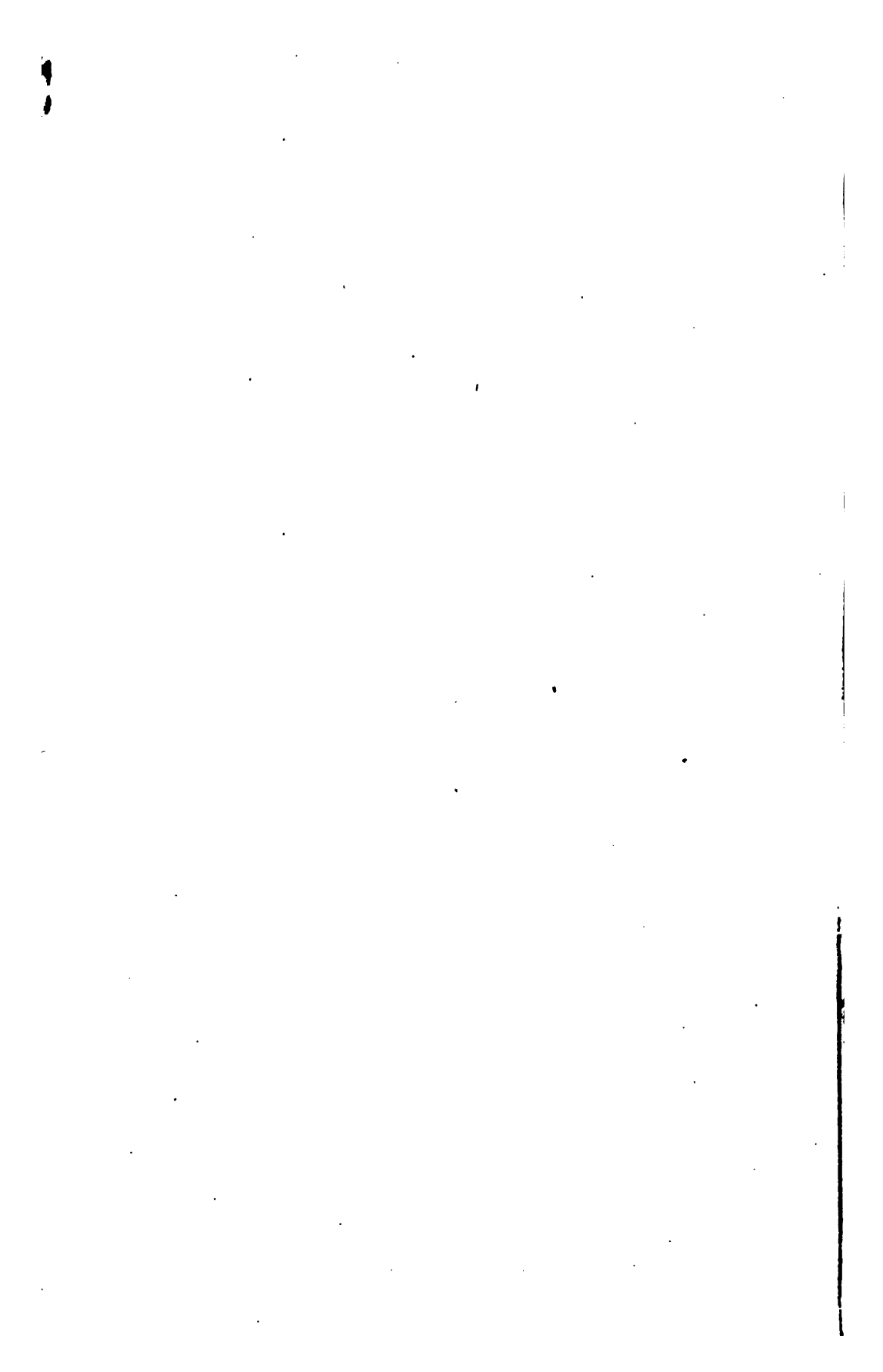
J. M. MCGREW •
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 23, 1876.









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